

# The Morning Journal

## AND COMMERCIAL GAZETTE.

No. 169.—Vol. VII.]

LONDON: SATURDAY, NOVEMBER 17, 1838.

[PRICE 6D.]

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, ANNUITIES, &c.

**MR. C. WARTON** begs to announce, that the NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday, the 22d of November next, at Twelve o'clock, and will include SHARES in SEVERAL FLOURISHING MINES of the first class for investment, including one moiety and one-fourth part share in Tresavean, one moiety of a Levant share, shares in the Providence, Marazion, Perran Consols, West Wheal Jewel, Wheal Prosper, Kellewris, West Tresavean, St. Hilary, and other improving mines; also ten shares in Hungerford Bridge.

Particulars may be had at the Mart; at the Golden Lion Hotel, Liverpool; and of Mr. C. Warton, Auctioneer and Estate Agent, 38, Threadneedle-street.

**SHARES FOR SALE IN MINES PAYING TWENTY PER CENT. PER ANNUM**—viz., 1-34th in Levant, 1-70th in North Roskeen, 1-70th in Wheal Budnick, 1-125th in East Pool, and 1-100th in the Marazion Mines; also shares in Hallenbeagle, Wheal Providence, the Providence Mines, South Towan, United Hills, Wheal Seton, Trevascus, Carzize, Copper Bottom, Wheal Osborne, Treleigh Consols, West Wheal Jewel, and Harmony and Montague.

Shares bought or sold in all the Cornish mines (specimens of ores seen), and mines inspected by men of well known celebrity, on application (if by letter, post-paid), to W. Treney, Jun., mine agent and sharebroker (from Redruth, Cornwall), at his office, 56, Threadneedle-street, London.

**CROYDON TRUNK RAILWAY.**—Parties having business in this important railway, commanding the trade of the whole country south and south-east of London, now on the eve of completion, may obtain facilities in its transaction by application to **THOMAS ALLSOP**, Share Broker, 34, Cornhill, who will afford every information as to its progress and prospects. Business in all the railways, most of which being now in progress, furnish data which, by judicious comparison, may serve as a guide to the purchase, sale, or exchange, thus avoiding the loss and ruin attendant upon premature investment, or the not less serious attendant upon premature sale, under the influence of temporary depression.—34, Cornhill.

GLAMORGANSHIRE.

ANTHRACITE COAL AND IRON STONE.

**TO BE LET, ON LEASE,** and entered upon immediately, ALL THE VEINS OF ANTHRACITE COAL, STONE COAL, and CULM, under those Farms, called "Ynyssgelion," "Ynyssci," "Penygraig," and "Pearthur," situate in the parish of Kilybhill, containing upwards of SEVEN HUNDRED ACRES.

Two veins have been opened, and worked by level. There is scarcely any Coal Pit Timber required, the roofs being excellent. There is a Railroad belonging to the property, communicating with the Swansea Canal, which is distant about four hundred yards from the Colliery, and from thence to the seaport of Swansea is ten miles.

The CELEBRATED COVIN VEIN OF ANTHRACITE COAL lies under this estate, and there is an engine erected over it, and a Pit sunk 35 yards, being more than half of the calculated distance from the vein, by the late proprietor, in consequence of whose death the further prosecution of the works were suspended.

This Coal lies contiguous to, and is undoubtedly the same as that which Mr. Coates has been using in making the CELEBRATED PATENT ANTHRACITE IRON, the quality of which is considered superior to any now made.

There are extensive Iron Works now erecting in the immediate vicinity of this Colliery, where the Coal from the same veins, under an adjoining estate, are to be applied for the making of Iron. There are also under this estate several

VEINS OF IRON ORE,

of a superior quality, which will be let with the Coal.

There is no situation in the Anthracite Coal district, that offers a more eligible situation for the erection of Furnaces than this property. Any quantity of land may be had for that or any other purpose, the same being situated between the River Tawe and the Swansea Canal, the water from which river may be applied to machinery for carrying on the works.

For terms and further particulars apply to Mr. Thos. Thomas, solicitor, Swansea.

GREAT WORK CONSOLS TIN MINES,

In the parishes of Breage and Germoe, Cornwall.

**TO BE SOLD BY AUCTION,** on Tuesday, the 20th day of November next, by Three o'clock in the afternoon, at the Star Hotel, in the Borough of Helston, in ten lots TEN THOUSAND SHARES, IN THE PRODUCTIVE TIN MINES, CALLED THE GREAT WORK CONSOLS, in the parishes of Breage and Germoe, Cornwall, situate in the same district as, and near to the very celebrated tin mine of Wheal Vor; the machinery on the mines is worth at a very moderate computation at least £10,000. There are two draught engines, each of 60-horse power, a very large steam pump, with a steam winch, and all other necessary and convenient machinery and erections.

Nearly £8000 profit was divided amongst the adventurers, between the years 1834 and 1835; but since that period no further dividends have been declared in consequence of the present adventurers having expended a very considerable sum in erections, machinery, and preparations for a more extended opening on the lodes. The limits of the seat, granted for twenty-one years in 1825, are very extensive, and half the ground has been explored, and the present prospects of the mines, afford the strongest probability of realising for the future, large profits to the adventurers.

For leave to inspect the mines, application may be made to the purser, JOHN SILVESTER, Esq., Helston, or to Captain BLIGHT, at the account house on the mine, and for other particulars to

Messrs. RICHARDS and MILLETT,

Solicitors, Penzance.

Dated 30th October, 1838.

CORNWALL.

MANOR OF TOWAN BLISTRA FOR SALE.

This valuable Manor, with the Town of Newquay, P. R. Mineral Dues, &c., not having been disposed of in one lot,

**MR. TIPPET** has received instructions to offer the same, in parcels, to suit the convenience of purchasers, by PUBLIC AUCTION, at the Red Lion Hotel, in the borough of Truro, on Tuesday, the 4th day of December next, and following days, the sale to commence at Twelve o'clock precisely on each day.—This desirable property is situate on the northern coast of Cornwall, between Padstow and St. Ives, in a thriving and populous neighbourhood, and comprises nearly the whole of the town of Newquay, with upwards of one hundred acres of exceedingly rich arable and pasture land immediately surrounding it, and one hundred and ten acres of valuable sheep-walk, with a commodious and spacious pier, lately erected at an expense exceeding £10,000, including an area of nearly four acres, together with the valuable silver and lead mine, called "Newquay Mine," now in course of working.

Newquay is celebrated for its pilchard fishery, and the manor is intersected throughout by valuable lodes of silver and lead ore. In the late Session of Parliament an Act was obtained securing the payment of one shilling per hundred on all richards caught within the harbour, and liberal dues on all merchandise imported to and exported therefrom, with pier dues, anchorage, &c. It is distant only fourteen miles from Truro, and five miles from the extensive clay-works at Stephens, and a company is about to apply to Parliament for an Act enabling them to make a railroad from thence to both places, which will render Newquay one of the most important and flourishing towns in Cornwall, and most materially enhance the value of the pier dues, which are now estimated at £190 a year.

This property combines more present advantages, with immense and certain prospective benefits, than any property that has been submitted to public competition in this county for many years, and as such a desirable opportunity for investment is not likely soon again to occur, the capitalist, the miner, and the merchant, are earnestly requested to visit it and judge for themselves.

Lot 1 will comprise the fee-simple in possession of the Pier at Newquay, which is most substantially built, and contains 18,000 perches of solid masonry, with moorings and every other convenience, and a valuable water tank, with an abundant and never-ceasing supply of Water within the Pier. Also a spot admirably adapted for a Shallow-draught Vessels of 600 tons burthen at any tide; and the Dues secured by Act of Parliament, on all merchandise brought within the Manor, embracing an extent of sea-coast of upwards of three miles, with Anchorage, &c.

Lot 2 will comprise the fee-simple in possession of a valuable Sheep Walk, containing about 110 acres, customary measure, of which 70 acres are enclosed, and which is immediately adjoining to the sea-coast, and is capable of being converted into Arable Land at an easy expense. There are valuable Quarries of Lime, Slate, and Sandstone thereon. And the promising Silver and Lead mine, "Wheal Providence," which is likely to be resumed with every prospect of success, is situate in the centre of it.

The rich Meadow Land, extensive Fish Cellars, "Newquay Silver and Lead Mine," two well-frequented Inns, Dwelling houses, and other parts of this valuable property, will be sold in parcels, particulars of which may be had after the 7th instant, at the Angel Inn, Helston; Union Hotel, and Western Hotel, Penzance; the Royal Hotel, and Seely's Hotel, Falmouth; Oliver's Hotel, Bodmin; the Merchants' Hotel, St. Columb; Webb's Hotel, Liskeard; and at the other principal Inns in Cornwall; at the New London Inn, Exeter; Royal Hotel, Plymouth; Mr. William Carrivick, Newquay; Messrs. Adlington, Gregory, Faulkner, and Jollett, 1 Bedford-row, London; at the Office of the Auctioneer, Truro; and of Messrs. Hodge and H. King, Solicitors, Truro.

Dated 11 Nov. 1838.

**THE PATENT SAFETY FUZE,**

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safe Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, DICKFORD, SMITH, and DAVY, Cornwall.

**LONDON AND BIRMINGHAM RAILWAY.**—The Public are informed, that the London and Birmingham Railway will NOW CONVEY between London and Coventry, Birmingham, Liverpool, or Manchester, VAN GOODS, in addition to coach parcels as heretofore, on the following terms: The rates for coach parcels delivered as soon as possible in the morning.

Under fifty miles.  
Up or down—1s. each; if exceeding 24 lbs. 4d. per lb.  
Above fifty miles.  
Up—1s. 3d. each; if exceeding 15 lbs. 1d. per lb.  
Down—1s. 6d. each; if exceeding 15 lbs. 1d. per pound.

Liverpool or Manchester.  
Up or down—2s. 6d. each; if exceeding 15 lbs. 2d. per pound.  
To or from Coventry and Birmingham, or Watford and London, 8d. each.

The rate for van goods exceeding 50 lbs. weight, delivered in the afternoon:—  
Up or down—Birmingham or Coventry, 6s. 6d. per cwt.

Up or down—Liverpool or Manchester, 12s. per cwt.

The above rates include delivery and all other charges (excepting the customary booking in London), and a label, stating the sum to be paid for carriage, is affixed to each parcel, and no servant of the company is authorised to take more than is thereon expressed.

The company are not responsible for any parcel above the value of £10, unless declared as such at the time of booking, and entered, and insurance paid accordingly.

In addition to the offices at the railway stations, the following town receiving-houses have been appointed, where all information may be obtained:—  
In London—Swan with Two Necks, Cross Keys, Golden Cross, Eagle, Spread Eagle, George and Blue Boar, Green Man.

In Birmingham—Swan, Castle, Hen and Chickens.  
In Coventry—Craven Arms.

N.B.—Persons desirous of their parcels going by railway are requested to mark them conspicuously "Per Railway," if delivered at any of the town receiving-houses.

Euston Station, Nov. 8. By order, C. R. MOORSOM, } Secretaries.

**CHELTEMHAM & GREAT WESTERN UNION RAILWAY.**

Notice is hereby given, that the directors will meet on Wednesday, the 28th of November, at the George Inn, Stroud, at Twelve o'clock, to RECEIVE TENDERS for SINKING and WALLING the PERMANENT SHAFTS in the SAPERTON TUNNEL, in three separate contracts.

Plans and specifications of the Works will be exhibited at the office of the Company, in Cirencester, and after Monday, the 12th instant.

CONTRACT No. 12.—Being that part of the line extending from a point near to Woodside, Kilwinning, to where the line crosses the Dairy and Both turnpike road, near to alry, and in length 5500 yards or thereabouts. This contract will include the cutting and banking on that portion, with the ordinary bridges, fences, laying the rails, and otherwise completing the line.

CONTRACT No. 13.—Being two Bridges across the Garmock Water, each consisting of two arches of forty feet span; one of these bridges will be near to Groat-helm, Kilwinning, and the other near to Dalry; they may be offered for separately.

The plans, sections, and specifications, with drafts of the contract, may be seen here, or at the office of Messrs. Grainger and Miller, Engineers, Edinburgh, on and after the 19th inst., and the Assistant Engineer will be at Bial's Inn, Kilwinning, on the 21st and 22nd inst., at Ten o'clock forenoon, to point out the line to intending contractors.

N.B.—Persons intending to send in Tenders for these Contracts, may take the same opportunity of inspecting the remainder of the portion between Dalry and Johnstone, which will be advertised shortly, being about twelve miles.

Security will be required for the proper execution of the contracts and the directors reserve power to accept of any offer which they may think fit whether it be the lowest or not.

Forms of Tenders will be furnished on application here, and Tenders in any other form will not be received.

By order of the Directors, J. H. HUMPHREY, Secretary.

Glasgow, Nov. 5

**GLASGOW, PAISLEY, KILMARNOCK, AND AYR RAILWAY.**—CONTRACTS FOR WORKS, BRIDGES, &c.

The directors of this railway will meet at their Office here, on Wednesday, the 5th December next, at Twelve o'clock noon, to receive Tenders for executing the following CONTRACTS on the line:—

CONTRACT No. 12.—Being that part of the line extending from a point near to Woodside, Kilwinning, to where the line crosses the Dairy and Both turnpike road, near to alry, and in length 5500 yards or thereabouts. This contract will include the cutting and banking on that portion, with the ordinary bridges, fences, laying the rails, and otherwise completing the line.

CONTRACT No. 13.—Being two Bridges across the Garmock Water, each consisting of two arches of forty feet span; one of these bridges will be near to Groat-helm, Kilwinning, and the other near to Dalry; they may be offered for separately.

The plans, sections, and specifications, with drafts of the contract, may be seen here, or at the office of Messrs. Grainger and Miller, Engineers, Edinburgh, on and after the 19th inst., and the Assistant Engineer will be at Bial's Inn, Kilwinning, on the 21st and 22nd inst., at Ten o'clock forenoon, to point out the line to intending contractors.

N.B.—Persons intending to send in Tenders for these Contracts, may take the same opportunity of inspecting the remainder of the portion between Dalry and Johnstone, which will be advertised shortly, being about twelve miles.

Security will be required for the proper execution of the contracts and the directors reserve power to accept of any offer which they may think fit whether it be the lowest or not.

Forms of Tenders will be furnished on application here, and Tenders in any other form will not be received.

By order of the Directors, J. H. HUMPHREY, Secretary.

Glasgow, Nov. 5

**YORK AND NORTH MIDLAND RAILWAY.**—CONTRACT FOR WORKS.

The directors of the York and North Midland Railway Company will meet at their Office, St. Leonard's-place, York, on Thursday, the 29th Dec., at Eleven o'clock, to receive TENDERS for the following Contracts:—

FAIRBURN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete; also a viaduct over the River Aire, at Fairburn, including the laying and ballasting the permanent way (but exclusive of stone blocks, wooden sleepers, rails, chairs, and fastenings), commencing at a point six chains east of the road leading from Ferrybridge to Boroughbridge, and terminating at a point seventy-nine chains, or thereabouts, of the centre of the River Aire, being a distance of one mile fifty-two chains, or thereabouts.

ALTOFTS CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing at a point in the township of Whitwold, and terminating at the junction with the N. & M. Railway, in the township of Altofts, being a distance of about two miles.

Drafts of the contract, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, York, on and after the 29th November, when printed forms of Tender may be had, and no other will be attended to.

The Tenders must be delivered at the Railway Office, St. Leonard's-place, York, on the 29th December, at or before Ten o'clock in the forenoon, under sealed cover, addressed to the Chairman, and endorsed "Tender for Works," and parties tendering, or parties duly authorised by them, must be in attendance at the time of meeting.

The parties whose Tender is accepted will be required to enter into bond, with two sureties, for the due performance of the Contracts, in a penalty of not less than 10 per cent. upon the sum of the contract, and the names of the proposed sureties are to be specified in the Tender.

The directors will not bind themselves to accept the lowest Tender.

GEORGE HUDSON, } Chairman and Deputy-  
JAMES MEEK, } Chairman.

By order, GEORGE BAKER, Secretary.

York and North Midland Railway Office, York, Nov. 8.

**MANCHESTER AND LEEDS RAILWAY.**

TENDERS FOR LOANS.

The directors of the Manchester and Leeds Railway Company are prepared, under the powers of their Act, to RECEIVE TENDERS for the LOAN of MONEY, in sums of not less than One Thousand Pounds each, on interest at the rate of Five per Cent. per Annum, for any term not less than five years. The Tenders are to express the sums, and the term of years, for which the same are proposed to be lent. The Tenders to be addressed to the chairman, at the company's office, No. 9, Brown-street, Manchester.

Dated this 23d day of October, 1838.

JAMES WOOD, Chairman.

**MANCHESTER AND LEEDS RAILWAY.—EXTENSION OF TIME.**

The Directors of the Manchester and Leeds Railway Company will MEET at their offices, 9, Brown-street, in Manchester, on Monday the 10th day of December next, at one o'clock, P.M., to RECEIVE TENDERS for the undermentioned contracts:—

CHARLESTOWN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and saps, and furnishing the necessary blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings); commencing at the termination of the Mill Wood contract, five chains to the east of the road to Castle Clough, and terminating at a point about one and a half chain east of the crossing of the Rochdale Canal, near Holbe Bridge, being a distance of about two miles and twenty-nine chains.

MYTHOLMOYD CONTRACT.—To make and maintain the railway, with all its works, in like manner, from the termination of the Charlestown contract to a point about two chains to the west of the road to Wheatley Royd, being a distance of three miles and eighteen chains.

LUDDENDEN CONTRACT.—To make and maintain the railway, with all its works, in like manner, from the termination of the Mytholmroyd contract to the junction with the Sowerby contract, being a distance of about one mile and sixty-three chains.

RAISTRICK CONTRACT.—To make and maintain the railway, with all its works, in manner similar to the foregoing, from the termination of the Mill contract, in Strangestry Wood, to the junction with the Cooper Bridge contract, at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, Palatine Buildings, Manchester, on and after the 10th day of November next.—Printed forms of Tender may be had after the above date, at the office, in Manchester, and no other will be attended to.—The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday the 10th December, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond with two sureties, for the due performance of the contract, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, November 1st, 1838.

**BOLTON AND PRESTON RAILWAY.**

TO RAILWAY CONTRACTORS.

The Directors of the Bolton and Preston Railway Company will MEET at their office, in Bolton-le-Moors, Lancashire, on Thursday, the 15th day of December next, to RECEIVE TENDERS for the following contract:—

No. 1. BOLTON CONTRACT.—To make and maintain the railway, with all the excavations, embankments, bridges, drains, retaining walls, fences, gates, brick-work, and masonry, and supplying all the requisite and necessary materials (except ballasting the way and the materials for the permanent road) of that portion of the railway commencing at Trinity-street, in Bolton, and passing through the town and extending to and terminating at the northern boundary of the parish of Deane, in a field, No. 3, in the township of Heaton, on the parliamentary plan, being a distance of about three miles.

The draft of the contract, with the plans, sections, and specifications, with printed forms of tender, will be ready for inspection on and after Saturday, the 24th of November, at the company's office, in Bolton-le-Moors aforesaid, and at the office of John U. Raistrick, Esq., civil engineer, 454, Charing-Cross East, London.

Parties tendering must attend at the company's office, and the person whose tender is accepted, will be required to enter into a bond, with two sureties, to the extent of 10 per cent. on the amount of the contract.

The directors do not bind themselves to accept the lowest tender.

Bolton-le-Moors, November 1st, 1838. THOMAS RIDGWAY, Chairman.

**NORTHERN AND EASTERN RAILWAY COMPANY.**

At a Special Meeting of the proprietors of the Northern and Eastern Railway Company, held at the City of London Tavern, this 13th day of November, pursuant to notice, to receive the half yearly report of the directors, to affix the seal of the company to the list of registered proprietors, to receive the report of the agreement made by the directors with the Eastern Counties Railway Company, and to do other such things as the act authorises and prescribes.

HENRY GEORGE WARD, Esq., M.P., in the chair;

The following report of the directors was read:—

The directors of the Northern and Eastern Railway have felt it to be their duty to summon a Special Meeting of the proprietors for various important objects.

The first of these is to submit to the proprietors a report of the agreement concluded by the directors with the Eastern Counties Company, to which it is proposed that the seal of the company should be affixed.

The objects and advantages of this agreement (which will be read at large by the Secretary) may be thus shortly stated:—

The cost of reaching the Parliamentary terminus of the Northern and Eastern Company at Islington, from Tottenham Mills, where the works now commence, could hardly have been calculated at less than £30,000; for the experience of all the companies that have as yet approached London has proved the impossibility of estimating the contingencies and unforeseen expenses with which the formation of a London terminus, and the necessary approaches, is attended with any thing like the accuracy that may be ensured at a greater distance from town, where property is less valuable and its worth more easily ascertained. The directors think themselves, therefore, fully warranted in stating that the company could not have been put in possession of the Islington terminus, including the tunnel under Stamford-hill, for less than half a million of money, however economically the works might have been conducted.

The cost of the new line from Tottenham Mills to the point of junction can hardly exceed £175,000, the land being estimated at £30,000, the works at £70,000, the station for goods at £15,000, the act and parliamentary surveys at £10,000, leaving a margin of £50,000 for contingencies of every kind.

The directors believe this estimate to be a full one, because they can test its accuracy by the expense of that portion of the line which has been already made, the new line traversing a country similar in every respect to that between Tottenham Mills and Broxbourne, interfering with no ornamental property, having no tunnel (an advantage which all who have any experience of the uncertainties of tunnels will fully appreciate), no deep cuttings, and no higher embankment than is required to reach the level of the Eastern Counties line at the point of junction, near Angel-lane.

By paying therefore a rent of £2,000 a-year to the Eastern Counties Company, for the use of their terminus, and a tollage of 4d. upon each passenger from Angel-lane to Shoreditch, they obtain an incomparably better terminus for the London and Cambridge traffic than that originally proposed, and save an immediate outlay of £325,000; and they do this without sacrificing any of the advantages pointed out in their report of the 15th of last May, as likely to arise from their projected union with the Blackwall Commercial Company; as, should it be thought desirable hereafter to open a communication with the River Thames, a short line may be easily constructed by the Eastern Counties Company and the Northern and Eastern Company, conjointly, between Blackwall and Angel-lane.

The directors having now stated the advantages to be anticipated from the agreement, the ratification of which they recommend, must advert to certain other matters of deep interest to the company, upon which it is necessary that the proprietors should be put in possession of their views.

They are happy to state that a decided improvement has taken place in the prospects of the company since their detailed report of August, 1837; and when they look to the actual position of its affairs, with eleven miles of line approaching rapidly to a state of completion, a London terminus, secured without the necessity for any large outlay, and every indication on the part of the public of a growing confidence in the success of the undertaking, they feel that the time is come when decisive steps may be taken with regard to all calls at present in arrear. They beg, therefore, to announce, in justice to the large body of proprietors, to whose support every thing that has been accomplished hitherto is due, they shall proceed at their next board day to propose to every proprietor now in arrear the alternative of paying up his calls with interest, or of submitting to the forfeiture of his shares, which declaration of forfeiture they shall call upon the proprietors to confirm at a Special Meeting, within the shortest time allowed by the Act.

The directors have no fear of being able to re-issue the forfeited shares advantageously, in the present state of the company's affairs; but in order to prevent the possibility of any interruption in the vigorous prosecution of the works, while the transfer is going on, they have, upon their own personal responsibility, secured an advance of £40,000, which will provide amply for the demands of the winter months; a proof of their increasing confidence in the success of the Northern and Eastern line, which those who know it best will best understand.

In saying that their confidence in the prospects of the company has increased, the directors are fully borne out by the experience of the last fifteen months. During this time nearly the whole of the land between Tottenham Mills and Broxbourne has been contracted for, seven miles and a half of the eleven and a quarter being actually in the possession of the company, on nearly the whole of which the contractors' works are completed.

The engineers are, therefore, enabled to calculate the exact amount of what remains to be done, and Messrs. Walker and Burgess state, in a report just sent in, that the cost of this portion of the line, including the sidings for stations, will, if done in what is termed a "permanent manner," be £98,000, while, if the rails are laid upon cross-sleepers only (which from this length being chiefly upon embankments was the original calculation), the cost will not exceed £86,000.

The cost of land has averaged £387 per mile, or £190 per acre, which average includes a great deal of very valuable farming land in the vicinity of Edmonton, as well as several "leas," and tenants' claims, crops, and all other damages. The total expense, therefore, of lands and works does not exceed £12,295 per mile, taking the maximum of Mr. Walker's estimate, and the directors confidently challenge any other line to show any thing approaching to a similar cheapness of construction within the same distance from town.

It may be objected that the portion of the line upon which the works have been commenced is the easiest, and, consequently, the most economical part of the whole, but this is not the case. It has been shown that the land between Tottenham Mills and the point of junction with the Eastern Counties is of precisely the same character and value as that upon which the line is already formed; while north of Broxbourne the value of all land decreases considerably, as the best land does not let for above half the rent paid within ten miles of London.

There will, therefore, be a much lower average for land as the works proceed, and of this the company will have the full benefit, as the engineering facilities (although the character of the country varies) continue to be very great between Broxbourne and Sawbridgeworth, to which part of the line the efforts of the company must now be turned.

Should the Bill for the new line between Tottenham and Angel-lane be allowed to pass next session, as an extension line (which it undoubtedly is), the directors feel certain that they should be enabled to open the communication between the London terminus and the Sawbridgeworth station, where they would connect the two great lines of road to Cambridge in the summer of 1840, and this at an expense (including the junction line) of not more than £374,000.

With regard to the profits of the undertaking, the directors see no reason to modify in any way the opinions expressed in their former reports, in which they are happy to think that the public is now beginning to concur.

The unrivalled facilities presented by the valleys of the Lea and the Stort for the construction of the great line of communication with the north have now been practically demonstrated; and when capitalists hear and see that which has proved the most expensive portion of all other lines (namely, the approach to the metropolis) has been constructed within the original estimate, namely, at an expense of £12,295 per mile—that access to the very heart of London has been secured upon most reasonable terms—that there are no engineering difficulties to be overcome—no extraordinary outlay to be provided for—no ruinous demands for lands or works to be met—there can be little reason to apprehend any want of support.

The directors repeat, therefore, that they look forward with perfect confidence to the future, and that, being now in possession of ample pecuniary resources for the active prosecution of the works during the winter, they have only to solicit the support of the proprietors in vigorously applying to all defaulters the system which they are about to pursue. In order to ensure to themselves the satisfaction of submitting to the shareholders, at the half-yearly meeting, in February next, a financial statement which must prove satisfactory to all.

(Signed) H. G. WARD.

It was then moved by Edward Fletcher, Esq., seconded by John Roskell, Esq., and carried unanimously:—

That the report now read be received and adopted by the meeting.

It was then moved and seconded, and resolved unanimously, that the seal of the company be affixed to the list of registered proprietors now produced.

The seal was affixed accordingly in the presence of the meeting.

It was then moved by T. A. Shuter, Esq., seconded by R. P. Kemp, Esq., and carried unanimously:—

That the agreement with the Eastern Counties Railway Company be approved and adopted by the proprietors, and that the directors be empowered to



## LAW INTELLIGENCE.

COMMERCIAL RAILWAY COMPANY.  
VICE-CHANCELLOR'S COURT—NOV. 10.

**BERNARD v. THE COMPANY.**—Mr. K. BRUCE obtained a special injunction *ex parte*, restraining the Commercial Railway Company from proceeding with their operations on certain premises, situate in Rosemary-lane, Minorie, which they had contracted for with the plaintiff, until the purchase-money was paid.

THE GRAND JUNCTION RAILWAY.  
BAIL COURT—NOV. 10.

Mr. CRESWELL applied to the Court for a rule to show cause why an injunction taken before the coroner of the county of Warwick, and which had been already returned by *certiorari* into this Court, should not now be quashed for inconsistency appearing upon the face of the injunction itself. The injunction had been held upon the body of a man named Thomas Horton, who was run down and killed by one of the Grand Junction Railway Company's engines, and the injunction recited in the first part of it, that the engine was one of a dangerous nature, and required great skill, care, and vigilance in the management and use of it, and that from want of such care and vigilance the deceased had been run over and killed; a subsequent part of the injunction, however, exonerated the persons who were in attendance upon the engine at the time from all blame in reference to the transaction, and stated that the death of the deceased was not at all attributable to any negligence on their part.

The Court granted a rule.

THE LONDON EQUITABLE LOAN COMPANY.  
INSOLVENT DEBTORS' COURT—NOV. 13.

William Charles Haddon was opposed by Mr. Cooke, for Mr. Jonathan White Haythorn; and by Mr. Alexander Davidson in person. He was supported by Mr. Woodroffe.

Mr. COOKE said, the insolvent had been a clerk and director to the London Equitable Loan Company and General Deposit Bank; the capital in the prospectus of which institution was stated to be 500,000*l.*, in 50,000 shares of 10*l.* each; deposit 2*l.* a share. His Grace the Duke of Wellington was set down as the patron, and the Bank of England as cashiers. Amongst the names of the directors was that of "W. Haddon, Esq.," the insolvent. Unfortunately, Mr. Haythorn, who was a commercial agent at Nottingham, had been deceived by the names and the statement in the prospectus, and had lost his money in consequence.

Mr. WOODROFFE said, the insolvent himself had been a dupe of the company. The learned Commissioner BOWEN observed, the public would be the losers by the exposure.

Mr. COOKE continued.—The public would be put on their guard against plunderers who called themselves companies. Mr. Haythorn, his client, had, in consequence of the statements put forth, advanced 150*l.*, in order to be made an agent of the company, and others had also been tricked out of money, whose names were in the schedule. Mr. Haythorn became agent, and was furnished by the company with a fine scrip book; some time after the receipt of which elegant volume, he perceived, by a police report in the newspapers, that the Duke of Wellington's name had been used by the company without the knowledge or sanction of that illustrious person, and that his Grace had nothing to do with the company. Mr. Haythorn having discovered the position in which he was placed, took a warrant of attorney from the insolvent and two other persons for the repayment of his 150*l.* He (the learned counsel) was aware that it had been ruled by the Court that a warrant of attorney was a waiver of a complaint as to the manner in which a debt had been contracted; he would, however, wish to hear how that rule applied in the present case.

Mr. Commissioner BOWEN said, the taking of the warrant certainly prevented the complaint being sustained on the original transaction.

Mr. COOKE then proceeded to examine the insolvent.

The evidence showed that the insolvent had been a clerk to the company before he became a director. He had previously dealt in agricultural implements at Hurst-green, in Sussex. His premises had been burnt down. He had seen an advertisement stating that the company were in want of a clerk, and he had come to London after the situation. He had paid 100*l.* as security for the clerkship. He had been arrested about three weeks after his appointment to a directorship by Mr. Davidson, who had also been a clerk in the company. He had been told that the Duke of Wellington was the patron of the company by a Robert George Gilbert and a Duncan Smyth, directors of the company. The offices were in Crosby-hall Chambers, Bishopsgate. He had heard since that Gilbert had taken the benefit of the Act.

Mr. COOKE, in reply to the Court, said that Gilbert was heard in this Court about two years ago, and was remanded, at the suit of Messrs. Tegg, for eight months.

Mr. COOKE asked the insolvent who J. Stanley, Esq. (whose name was in the list of directors), was?

The insolvent did not know; he had never seen him, but had heard he was a man of property.

Mr. COOKE said—You are W. Haddon, Esq., the director; you have described yourself as William Charles Haddon.

The insolvent said, it had been so done by the printer.

Mr. COOKE desired the insolvent to look at the "scrip book," in which the name of the insolvent was signed W. Haddon. Mr. C. then asked—Who is W. H. Short, Esq., another director?

The insolvent said he had never seen him.

Mr. COOKE next asked—Who is Lieutenant-Colonel Harley?

The insolvent did not know; Mr. Gilbert had told him he had seen them; the insolvent had seen Mr. Smyth, who, by his own account, was a merchant. He did not know what had become of him, but had since heard he was a bad character. He had not heard he was at the Old Bailey, but he had heard he was likely to be there. He had heard that Gilbert's wife had property in the funds, and Gilbert had told him that the Bank of England had been put down in the prospectus as a mere matter of form. Gilbert was the treasurer and received the money. He (the insolvent) had received no share of the money paid in. He had, as clerk, received two or three small sums, about 11*l.*; he had paid 100*l.* to the company; it was partly advanced by his mother; he paid it to Gilbert. There were six clerks in the company; the books had been left at the office, and he had heard that one of the clerks (Symonds) had taken possession of them. He (the insolvent) went as a clerk in March last; in June last the company was broken up. He was arrested by Davidson. He had signed an authority as a director, empowering Symonds to take the books. He believed Symonds had taken them. Since he had been in prison he had received about 22*s.* from Symonds, instalments on advances made by the company. The office of the company was shut shortly after he went to prison. He should like to know what had become of the other directors. The company owed him 100*l.*, which he had paid as a deposit by way of security. He considered himself a victim. The books would show the names of the persons indebted to the company.

The insolvent was further examined as to certain mortgaged property. Mr. Davidson complained that the insolvent had not given him proper information relative to the notes which he (Mr. Davidson) held as securities, and he had arrested him. He (Mr. D.) had obtained a portion of his advances on the notes from the parties to whom loans had been made. He had received about 92*l.* on the notes.

Mr. Commissioner BOWEN said Mr. Davidson might think himself well off. Mr. COOKE wished his client had been as lucky.

The insolvent, in his examination by Mr. WOODROFFE, declared that he had become acquainted with the company through the advertisements. They got his 100*l.* He had been made a director, as it was necessary three directors should sign papers. He was, however, always a clerk. He was to have received 100*l.* salary for the first year, and an increase of 50*l.* each succeeding year.

Mr. COOKE, in his address to the Court at the conclusion of the evidence, contended that the insolvent should have set forth the names of all the directors in his description, as he had been in partnership with them, and that he should likewise produce the books of the "company," that his creditors might see if there were any prospects of money lying due to his estate from those persons to whom advances had been made by the company. He (the learned counsel) was certain much good would accrue to the public by the exposure of the whole concern, and the names of the directors being made known. The insolvent must also describe himself as using the name of W. Haddon, as well as William Charles Haddon, as some persons might know him by the former name.

Mr. WOODROFFE, in reply, insisted that the insolvent had already suffered enough. He had been a victim, and not a person who had victimised others. There could be no occasion to amend his description, because so much publicity would be given to the case, that every body interested would hear of it. With respect to producing the books, his client had not the power to produce them, and an order to compel him to produce them would have the effect of preventing his ever getting out of prison.

Mr. Commissioner BOWEN said, this was a question between the insolvent and the public. Mr. Haythorn had received his appointment, signed by the insolvent, Gilbert, and Smyth, and had been imposed upon. The insolvent must be considered as a partner, and as such must re-advertise. He must also describe himself as W. Haddon, as other persons might know him by that name. The insolvent had given an authority as to the books, and also as to the payment of money; he had acted as a director. The public had a right to call on him to give full information as to the pretended company.

The case was then adjourned for the re-advertisement and the attendance of Symonds.

## THE BRITISH GAS COMPANY.

## BAIL COURT—NOV. 14.

**THE QUEEN v. THE COMPANY.**—Mr. HODKIN applied to his lordship for a writ of *certiorari* to remove into this Court an indictment for a nuisance which was preferred against the British Gas Company at the last Middlesex sessions. The affidavit of the defendants in support of the application, stated, that they had erected their works at Ratcliffe-highway at an expense of upwards of 120,000*l.*, and that they had carried on the manufacture of gas there for upwards of thirteen years without interruption or complaint; that they believed the present indictment had been preferred against them more from a prejudice that existed against them in the neighbourhood of their works than from any inconvenience or injury which any person had sustained thereby; that their mode of manufacturing gas, owing to scientific improvements recently made by them, had been rendered far less objectionable than it formerly was, a fact which they would be enabled to prove on the trial of the indictment by the evidence of several scientific persons whom they intended to call as witnesses on their behalf; and that they were anxious to have the advantage of the case being tried before one of the learned judges and a special jury.

Mr. Justice LITTLEDALE granted the writ, and ordered each of the defendants to enter into their own recognizances in 100*l.*, and two sureties in 50*l.* each, to take their trial on the indictment.

## MANCHESTER AND LEEDS RAILWAY COMPANY.

## BAIL COURT—NOV. 15.

**THE QUEEN v. THE COMPANY.**—Mr. STARKIE, Queen's Counsel, applied to the Court, on the part of the trustees of the highway from Manchester to Oldham, for a rule, calling upon the defendants to show cause why a *mandamus* should not issue, commanding them to excavate and lower a particular part of the road between Oldham and Rochdale, near the new branch of the Rochdale Canal. The application was made under the 6th of George IV., and 7th of William IV., which enabled the railroad company to construct a bridge or viaduct, not less than thirty feet long, across the common high road, but compelled them at the same time to lower the turnpike road at the place in question so as to leave a clear space of eighteen feet to the under part of the bridge which was to be horizontal and not arched), and also to make gradual approaches on each side to the part of the high road so hollowed out. In order to preserve the level of the railroad the company had sunk the high road nine feet, and had partly levelled the high road on each side of the bridge to a distance including 430 yards in all. Under the bridge itself they had left twenty-four feet wide for a carriage-way, but they had not lowered the whole, as required by the statute, and the question in dispute was, to what extent the company were bound to level the road. In its present state the public suffered inconvenience, and to remedy it would put them to great expense. The learned gentleman was proceeding to render the statement more intelligible by the means of a map, but

Mr. Justice LITTLEDALE thought that enough had been stated to entitle him to a rule to show cause.

## WEST LONDON AND WESTMINSTER CEMETERY COMPANY.

## COURT OF CHANCERY—NOV. 15.

**LORD KENSINGTON v. THE COMPANY.**—This was an appeal from the vice-chancellor. The bill was filed by Lord Kensington for specific performance of an agreement entered into by the defendants for the purchase of forty acres of land, part of St. Mary Abbots, Kensington. The defendants objected to the title on the ground that the plaintiff's estate was settled in 1833 to certain uses, with a reservation, however, to his lordship of a power to sell any part of it that might be required for a railroad, canal, or other public undertaking. The vice-chancellor decreed for specific performance, conceiving that the power reserved by the plaintiff was ample enough.

Mr. JACOB and Mr. WHITMARSH, jun., were in support of the appeal in behalf of the cemetery company. They contended that the settlement solemnly executed by the plaintiff on the marriage of his son in 1833 would be defeated if the decree below were affirmed. There were only 300 acres of land altogether, and if Lord Kensington could dispose of forty acres of that under the power reserved to him, he might dispose of 100 acres, or 250 acres, or 290 acres, leaving only some part for the settlement to operate on. A power to sell to a canal or railroad company could not affect more than a narrow strip of land, certainly not one-seventh of the whole settled property.

Mr. KNIGHT BRUCE and Mr. ROMILLY supported the decree of the vice-chancellor, and insisted that the plaintiff's reserved power fully warranted the sale of part of the property to this public undertaking. At the time of the settlement there were numerous speculative companies, for various undertakings, some of which it must have been foreseen by Lord Kensington or his advisers would require part of this estate.

The LORD CHANCELLOR said he would give his judgment to-morrow.

The LORD CHANCELLOR delivered judgment in this appeal on Friday morning. The whole question was whether Lord Kensington could make a good title to about forty acres of land which the defendants contracted to purchase from him for the purpose of their cemetery. His lordship stated the terms of the power reserved to himself by Lord Kensington in the deed of settlement executed on the marriage of the Hon. Mr. Edwards, whereby it was to be "lawful for his lordship to dispose of any part of this land that might be required for any railroad, canal, or other public undertaking of any description." The deed then provides that Lord Kensington should be restrained from receiving the purchase money in any other way than was directed by the deed. There could be no doubt that Lord Kensington had a right to reserve this power of disposition to himself, and there was still less doubt that the power so reserved was sufficient for the purposes of carrying into effect that agreement with the company. His lordship next referred to the first and second clauses of the act incorporating the Cemetery Company, by which the authority given them to purchase land was confined to the land "hereinafter mentioned," which was the land in question in this suit, consisting of 39½ acres of the Lord Kensington's land, and 4½ acres of land belonging to a gas company, in all forty-four acres. This land so described in the act corresponded with the land contracted to be sold in this agreement, of which the bill prayed specific performance against the defendants. They being a corporation, could not purchase land at all, except the power to purchase was given them by the act of parliament. His lordship was clearly of opinion that the power conferred on the defendants by that act was sufficient to enable them to make this compact, and they had no power of carrying their project into execution, except by the purchase of this very land mentioned in the act. Some stress was laid in the argument on the word "required," "any land that may be wanted or required." In the interpretation of this act, it was proper to inquire what was the construction put on these clauses by parliament. There are two descriptions of powers in these acts, one to enable the company to purchase land, the other to compel owners of land to sell to them. If it were necessary his lordship would hold the latter power in this act to be compulsory; but he had no doubt from the beginning that the Vice-Chancellor's decision was right in this case, and that the defendants were bound to perform their contract. As they thought fit to take the opinions of two judges on the question, they should pay the costs of the appeal which was dismissed.

## LEEDS CONSOLIDATED MINING COMPANY.

## ROLLS' COURT—NOV. 16.

**THE SHAREHOLDERS v. DIRECTORS.**—LORD LANGDALE, upon the application of Mr. Pemberton *ex parte*, granted an injunction to restrain William Millett Thomas and H. Tribe, the director and secretary of the Leeds Consolidated Mining Company, from selling scrip, and from incurring liabilities, and also from pinging any of the leases or other property of the company, on the ground, as presented in the affidavits, that they had taken and disposed of scrip without having paid the deposit; and of their having incurred liabilities on behalf of the company, contrary to the prospectus circulated among the undertakers, and in consequence of their having obtained and pledged certain leases belonging to the proprietors, and of their having neglected to give any authentic information to the body of proprietors when it was required.

## WEST CORK MINING COMPANY.

## COURT OF EXCHEQUER—NOV. 16.

**HARRISON v. TIMINS.**—Mr. CRESWELL and Mr. HENDERSON showed cause against a rule which had been obtained in this cause by the Attorney-General, calling upon the defendant to show cause why he should not pay the damages and costs of this action, or why execution should not be levied against his goods.

This was an action for work and labour done as the servant of the West Cork Mining Company, and the action was brought against the defendant, as one of the directors, under the provisions of the act of incorporation, 4th and 5th of William IV., c. 6.

The ATTORNEY-GENERAL and Mr. BAYLEY submitted that a gross injustice would be perpetrated if this and other co-partnerships, for such it was, were to be allowed to evade their creditors' claims. The company had no reserved fund, nor any other property at all, and the Court would do its utmost to assist the plaintiff in enforcing his demand against the defendant, who had taken the affidavits, and did not dare to deny that he was a shareholder at the time of the performances of those services, for which the plaintiff sought compensation. Though this was in form an action against the defendant as the nominal party, yet it was in fact an action against him and against every other member personally; each and all were liable for the debt as co-shares.

The ATTORNEY-GENERAL.—There is no necessity for a rule, as the common law declares that each member of such a partnership is liable until there is shown to be some express enactment to the contrary. For these reasons was confidently submitted that the rule must be made absolute.

By the COURT.—This is a case of some importance, and we will take time to consider its bearings before we give our judgment.

## THE "LIVERPOOL" STEAMER.

**CORK, Nov. 5.**—I see the papers are full of confused and contradictory accounts of the expedition of our unfortunate *Liverpool*. One London journal, received to-day, announces, formally, that she is wholly disabled, and is to be laid up. Others state that she consumed 400 tons of coal in eight days. Again, it is hinted by other parties, that the captain's mismanagement was the cause of the failure, and that he ought to have "gone ahead." There is also much made of certain "tremendous hurricanes" the boat is now said to have encountered, as if she had been compelled by the elements to return. There is no truth in this.

The *Liverpool* was not compelled to turn back by the weather. We met nothing which deserved to be called a hurricane, going or coming; the nearest approach to it occurred the day and night before we got into Cove, and not till forty-eight hours after we had sounded our retreat. Neither was the *Liverpool*, as a sea-boat, unseaworthy or insecure. As I said before, she behaved nobly. Some damage was done to her, but less than could reasonably be expected. She may not be of as perfect a model for this Transatlantic business as she might be; no doubt she is deficient in proportionate beam for such a voyage; no doubt there are many little inconveniences in her internal construction; but no one of us have ever dreamed that the boat turned round on account of these things; no one would hesitate, now, any more than before the late expedition, to call her a fine ship, or to hazard their lives in her across the Atlantic, provided always she were furnished and fitted out as she should be with the means of performing the voyage. This she was not; and this, I repeat, was the cause of her return. She consumed an extravagant quantity of coal, which was one fault; and she carried a deficient quantity, which was another; and this is the whole explanation of her failure. The details are not very important, perhaps, since nobody here denies these general facts; but the strict truth, after all inquiries by every kind of interested party, seems to be, that there were about fifty tons more of fuel remaining, when we turned round, than the engineer supposed; that, allowing this, and starting from Liverpool with 563 tons, we actually consumed about 360 tons in nine days, or just 40 tons a-day; and leaving on hand, when we got into port, but about 200 tons, or little more than what it was generally calculated we ought to have on arriving at New York. How idle is it then to talk of the captain's persisting, under these circumstances; granting we had made 1000 miles, and calling that a third of the voyage, we could not calculate on requiring less than twelve days' more fuel, or 480 tons, whereas we had only 323.

As to the cause of this consumption, I have but to confirm what was said before. The fault is in some of the stues or bridges—I am not engineer enough to describe it technically; but no one denies that, after the little preface of an experiment to Dublin and back, and before starting for New York, an alteration was made in some of these avenues, by the removal of bricks or otherwise, to which, at least, an additional consumption of 700 lbs. the hour is immediately to be traced. This was unknown, it is said, to the company; perhaps even to the agent. No matter. It is not unknown now; at least it is not here denied. But here lies the fault; the ship was got off in too great a hurry. It was inevitable, in such a flurry, to be absurdly punctual to a day (which is the only apology I hear of), that some deficiencies should occur. I hope it may prove a lesson to all candidates for Transatlantic navigation in future. At all events, the cause itself must not suffer on account of such a proceeding as this.

You may feel some interest in knowing, what I hear from the best authority, that this company are having a depot of coals established at Fayal, for the greater security or comfort of their winter navigation. This, no doubt, may sometimes be a convenience, though not one, I hope, necessary to be relied on, as that island, I believe, is at least 300 miles out of the regular course, to the south.

**P.S. MONDAY AFTERNOON.**—Just as I expected. The *Liverpool* has come into Cove from an "experimental trip"—experimental on the re-arrangements made here, which, of course, should have been made and tried at Liverpool. The result is a "highly satisfactory;" that is, the boat has made 185 miles in twenty-four hours, with a high wind all the way, and a head-wind part of it; and this she has done with a consumption of thirty tons and a fraction. On the strength of this proceeding, such as it is, we shall leave port again early to-morrow. Meanwhile, it is announced that nearly, if not quite 700 tons of fuel will be on board, with which we have every reason to be satisfied, especially as we are already a day or two on our way. Under these circumstances, and with a good boat—being only seven inches deeper than before—it will be strange if we cannot accomplish the voyage. We hope to be in New York in eighteen days at the farthest.

## KYAN'S PATENT FOR PREVENTING DRY-ROT.

Having been prevented attending at the opening of a fungus pit in the Anti Dry-Rot Company's Yard, David-street, on Wednesday last, we take the following account from the *Manchester Chronicle* of Saturday:—

"Amongst the articles placed in the pit [Nov. 7th, 1837], were various kinds of timber in thin boards, prepared with the anti dry-rot solution, ropes, twine, sackings, and canvases; and articles in an unprepared state, but corresponding in every other respect with those which were prepared, were also deposited therein, in order that the action of the anti dry-rot process might be the more satisfactorily shown. The pit was closed in the presence of several gentlemen who signed a certificate to that effect, and the key of the padlock by which it was secured was placed in the hands of Mr. Hawkshaw, of the Bolton Railway. On Wednesday last, the 7th inst., the pit was opened in the presence of a numerous body of gentlemen, amongst whom were Samuel Evans, Esq., the boroughreeve, and George Wood, Esq., and J. Woolam, Esq., the constables of the town, several eminent architects and builders, including Mr. D. Bellhouse, jun., Mr. T. W. Atkinson, Mr. Tattersall, Mr. Wallis, and Mr. Edwards, and many gentlemen who felt interested in the success of the experiment. It may be necessary to state, perhaps, that the bottom of the pit was thickly strewn with pieces of wood, which the dry-rot had reduced to a state of decomposition; and every facility was given, in the manner in which the articles were deposited, for communicating the infection to the prepared as well as to the unprepared. The result, we are happy to say, was quite as successful as could have been anticipated by the parties who made the experiment. With respect to the timber, which consisted of spruce deal, soft American elm, poplar, American ash, American birch, and American oak, the boards which had been submitted to the Kyanising process were found to be perfectly sound and untainted, while those which were unprepared exhibited in various degrees the progress of the disease. The American oak, in particular, afforded most satisfactory proof that the value of the process has not been overrated. The prepared plank was of a fine dark colour, without the slightest symptom of decay, while the unprepared was rotting away most rapidly. A piece of very coarse wrapper, such as is used for nail-bags, was reduced to a state of decomposition, while the corresponding piece, which had been Kyanised, was sound in every part except at the edges, where it is supposed it had not been properly saturated. Another specimen of wrapping, and some soft packing-ropes, unprepared, were completely decayed, while the corresponding pieces were as sound and perfect as on the day they were put into the pit. Two balls of thin twine exhibited the effects of the principle perhaps more forcibly than any of the other articles, the unprepared being reduced to a lump of manure filled with small red worms; while that which had been prepared was perfectly sound, and apparently stronger than ever. The only point in which the experiment could be suspected of having failed was in the case of a very thick piece of rope, which was decayed at the ends, although it had been immersed in the tank; on inquiry, however, we find that the rope was merely dipped in the solution, and not saturated as it ought to have been; and therefore, the experiment, so far as this is concerned, cannot be considered a fair one.

"It was objected by one of the architects who witnessed the opening of the pit, that the pieces of timber were not large enough to test the preparation, and he expressed some doubts as to the possibility of saturating a large beam. The answer to this objection, we think, is easy; the object of the experiment was to ascertain whether Kyanized timber is capable of resisting the infection of dry-rot, and whether the piece used be large or small, appears to us to be quite immaterial. It is a fact proved beyond the possibility of doubt, that timber, of any thickness, may be saturated with the solution; but the use of thick timber in an experiment like this could not have produced satisfactory results, unless the pit had been allowed to remain closed for two or three years. The doubt, however, will now be most effectually met by another experiment. The timber taken out of the pit was again replaced in it yesterday, together with some pieces of a thicker description, and some bleached calico, and it will not be opened again until twelve months have expired. We had almost forgotten to mention, that an old silk handkerchief, which was put into the pit, after being dipped in the solution, was found to be unimpaired, not only in texture, but in colour."

**BRITISH ALKALI COMPANY.**—At the general meeting of the company, held on Wednesday, the 7th inst., at Bromsgrove, a half-yearly dividend of twenty shillings per share was declared payable on and after the 1st of December.

**PARALLAX OF THE FIXED STARS.**—This important and valuable problem, which has for so many centuries been an object of inquiry amongst astronomers, has, it appears, by letters received in this country, been solved by Professor Bessel, of Königsberg. His observations were made on the double star, No. 61, in the constellation Cygnus, whose distance he has ascertained to be 660,000 times the radius of the earth's orbit, or 62 trillions and 700 billions miles in round numbers. The details of this discovery will be communicated at an early meeting of the Royal Astronomical Society.



## PROCEEDINGS OF PUBLIC COMPANIES.

## CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

The general half-yearly meeting of proprietors was held at the Subscription Rooms, Stroud, on the 2d inst. It was numerously and very respectably attended; and among the company present were many gentlemen much interested in the commercial and agricultural prosperity of the district through which this railway is intended to pass.

HENRY NORWOOD TAYE, Esq., in the chair.

The CHAIRMAN, in opening the business of the meeting, said that he believed he need make no remark upon the subject which had brought them together, as the report which he should have the honour to read would embody all that it would be desirable to lay before the public, or that they would wish to hear. He would, therefore, proceed to read the report, which he trusted would be received favourably by them.

LORD MORETON said, he was perfectly certain, as every one there must who knew any thing of the increase of railways and the benefits which had accrued from them to the districts through which they run, that the railway they were now considering involved not only the well-being of this neighbourhood, but its very existence as a manufacturing district was at stake; for without it they could not enter into any competition with those districts which possessed superior locomotive power. He must confess that as a looker-on, anxious for the prosperity of the neighbourhood, in common with others who set a high estimation on the advantageous results to be expected from this undertaking, he had felt, perhaps from idleness in making due inquiry, and a too easy credulity to the reports in circulation, strong doubts whether the whole line would ever be completed, and Stroud receive its share of the advantages of the railway. Nevertheless, he was now led to expect, having heard the report just read, not only that there was every probability of the whole line being carried into operation, but that there was also a prospect of remuneration to those who subscribed their money for the completion of the work. Having heard that it was the intention of the directors to complete the whole line, including the portion from Sapperton to Stroud—that being held out, he felt that it was of so much importance, not only to the manufacturing but to the agricultural interest of the neighbourhood, that he should, in the absence of any strong hope of remuneration for his subscriptions, have felt anxious to come forward and give what little humble support he could towards completing the line. But having heard from the chairman the very explicit and satisfactory statement of probable receipts and expenditure, he thought they need be under no apprehension at all of sustaining any loss. Having heard the report read, and having also heard the items gone into previously, he felt satisfied both of the conduct of the directors and of the probable good results of the scheme, and had, therefore, great pleasure in proposing that the report of the directors be approved and adopted by the meeting.

W. H. STANTON, Esq., seconded the resolution, expressing the great satisfaction he had derived from hearing the report read. He should sit down without saying another word, did he not think himself called upon to urge upon his neighbours to aid the directors in the work they had in hand. Every manufacturer, every tradesman, every landed proprietor, and every farmer in the district, was deeply interested in the welfare of this undertaking; let every such person, therefore, if he could not take five shares, take one or more, according to his means, of the shares proposed to be placed at the disposal of the directors, and by all putting their shoulders to the wheel, there was not the slightest doubt that the railway would be carried on to a successful termination.

CHARLES STEPHENS, Esq., feeling a deep interest in the success of this undertaking, could not refrain from offering to the meeting his cordial congratulations on the report just read; the more the merits of this line were investigated, and the better it became known, the more it would be appreciated as a safe and profitable investment of capital. It was with much pleasure he had heard it announced that the directors had at length overcome the difficulties which had beset them, that the formation of the railway had been commenced, that the land had been purchased for a considerable distance, and that all the contracts between Gloucester and Cheltenham, and Cirencester and Swindon, had been let to most competent and trustworthy persons—men who could be safely relied upon to fulfil their engagements, and at prices, he had the authority of their engineer for stating, considerably under his estimates for the works comprised in them. The uneasiness which had been felt, and the misconception and misrepresentation which had arisen on account of the delay which had occurred was quite natural; but he for one was very far from thinking that that delay was to be considered a subject for regret. On the contrary, he believed that it would in the end prove extremely beneficial.

MR. DAVID BOWLY was very glad to see the interest which the undertaking excited in the neighbourhood of Stroud. Hitherto the town with which he was connected (Cirencester) had, contrary to its usual quiet course, taken the lead in anxiety to promote this important undertaking; but he was happy now to believe that Stroud was equally alive to its interests, and if the generality of persons connected with the line would put their shoulders to the wheel, there could be no doubt of its success. He had not altered his first impressions. He from the beginning thought the line would answer if completed throughout; but he had never any opinion of an unfinished line.

MR. FERRABEE alluded to a report propagated by Mr. T. Howell, of Brown's-hill, on the authority of Mr. Hopkinson, that the directors did not intend that the railroad should come by way of Stroud, for they, or some parties connected with them, had entered into a secret bargain with some persons connected with the Great Western to abandon this part of the line. However ridiculous this report might be, he (Mr. F.) had no doubt it had operated so as to prevent some persons in that neighbourhood from paying their calls. He had written to Mr. Howell requesting him to come to the meeting that day, to bring forward his charges openly, and he had received a letter in reply from him, stating that he could not attend, but that his former impressions were still not weakened.

MR. CHARLES LAWRENCE said he had heard the same rumour as that to which Mr. Ferrabee had alluded, and having been always anxious to preserve the fair character this company had ever enjoyed from unfounded calumnies, and finding that Mr. Howell was the author of these reports, he gave him notice of that meeting; but Mr. Howell had declined to avail himself of the invitation, and had replied by a letter similar to that which had been received by Mr. Ferrabee.

The CHAIRMAN said, he was confident the meeting would give the board of directors credit for not doing any thing so dishonourable as the things reported against them by Mr. Howell; for such conduct as that imputed to them would, if they were guilty of it, be exceedingly dishonourable. If there was any shareholder who put the least faith in such imputations, he would do well to see if he could substantiate any thing of the sort, and at the next half-yearly meeting he would have an opportunity of proposing a new set of directors. He could only say that he, on the part of the directors, absolutely denied as a positive falsehood that any thing of the kind had occurred. He would now rectify an omission which he had made at an earlier period of the meeting, when he had forgotten to read to them the statement of accounts for the half-year, from the 24th of December to the 24th of June, from which it appeared that the total amount of capital received on account of deposits and calls, with interest, &c., up to the 25th June, was 57,763*l.* 17*s.* 8*d.*; and the total expenditure to that time 45,932*l.* 14*s.* 5*d.*, leaving a balance in hand of 11,831*l.* 3*s.* 3*d.*

MR. SUTTON desired some explanation in reference to the forfeited shares.

The CHAIRMAN said, the forfeitures were declared according to the prescribed form in the Act of Parliament, which gave power to the directors to declare shares under certain conditions to be forfeited, but it required that such declaration should be sanctioned by a general meeting. The shares now under consideration were held in the names of parties whom it would be of no use to proceed against. It was desired, therefore, to have them placed at the disposal of the company, instead of remaining nominally in the hands of persons who could render no service to the company by paying up the calls.

MR. SUTTON also alluded to the lapse of time between the date at which the accounts were made up and the period of the meeting, and suggested whether it would not be desirable to have a supplementary account, bringing down the affairs nearer to the half-yearly meeting.

The CHAIRMAN remarked, that the time to which the accounts should be made up, and the periods of meeting were fixed by the Act of Parliament.

After some further remarks of a desultory nature, the resolution for approving and adopting the report was put and carried unanimously.

Mr. WATTS moved that the forfeiture of the 531 shares mentioned in the report be confirmed, and that the directors be authorised to dispose of the same in such a manner and on such terms as they should see fit, which being seconded by Mr. Capel, was carried.

MR. SAMUEL MARLING moved, that the thanks of the meeting were due to the directors for their valuable services in conducting the undertaking. He sincerely hoped that this resolution would meet the cordial approval of the meeting. He was aware of the many difficulties by which the directors had been surrounded since the Act of Parliament had been passed for making the line; and it would be a great satisfaction for them and for the public to be aware that they had the full confidence of the body of proprietors. He had himself indeed said, that the directors appeared to act with reserve and timidity; but after the very clear and lucid report he had heard that day, he was of that opinion no longer.

ROBERT DAVIES, Esq., had the greatest pleasure in seconding the resolution. He sincerely thanked the directors for their exertions, and he thought that the meeting ought to encourage them by every means in its power to go on in the good cause in which they were embarked. The resolution was then put and carried unanimously.

The CHAIRMAN, on the part of the directors, returned thanks for the compliment paid them. He was sure that the proprietors would give them credit for acting to the best of their ability and power. They had had great difficulties to contend with, and much anxiety as to the result; but now, he was happy to say, many of these difficulties were got over by patience and perseverance and resolution, and he trusted they were in a position in which they might say that the clouds that hung around them had dispersed, and brighter prospects were before them. He trusted that while the directors did their duty by their constituents, the means would not be withheld which would enable them advantageously to carry on the concern to a successful termination.

In reply to an inquiry whether the cost of the tunnel had been accurately ascertained, Mr. BRUNEL entered into a satisfactory explanation, and who further stated that the whole of the Great Western line to Swindon would probably be finally completed by the summer of 1840.

Various remarks were made as to the policy and propriety of the inhabitants of Stroud and the neighbourhood being called upon to come forward in a spirited manner to aid the carrying on of the railway through their particular locality, and in the course of the observations that were made, Mr. STEPHENS stated that he knew for certain that it was intended in the next session of Parliament to apply for an Act to carry into effect the Bristol and Gloucester Railway, an undertaking which could not fail to have an important and beneficial effect upon the prosperity of this line.

Thanks were then unanimously voted to the chairman for his able conduct as president of the meeting, and that gentleman having expressed his acknowledgments in very appropriate terms, the meeting separated.

## NORTHERN AND EASTERN RAILWAY.

A special meeting of the proprietors of this company was held at the City of London Tavern, on Tuesday, the 13th inst.

HENRY GEORGE WARD, Esq., in the chair.

After the usual preliminary business, the report of the agreement made by the directors with the Eastern Counties Railway Company was read by the secretary. The report of the directors was then submitted, and which appeared to give general satisfaction to the shareholders. The report and resolutions then agreed to will be found in our advertising columns.

Thanks having been voted to the chairman, the meeting adjourned.

## NEWPORT DOCK COMPANY.

On Thursday, the 8th inst., the half-yearly meeting of proprietors was held at the Great Room at the Westgate. There was a numerous and highly respectable attendance of proprietors.

RICHARD BLAKEMORE, Esq., M.P., in the chair.

An account of the receipts and expenditure was read, by which it appeared that 41,000*l.* had been disbursed for the general purposes of the company, including purchase of land and houses, Parliamentary and law expenses, engineering, purchase of engines, trams, tram-plates, and pile drivers, leaving a sum of about 25,000*l.* expended in labour and materials to place the dock in its present state.

The clerk of the company then read the report of Mr. Green (the resident engineer), which appeared to afford great satisfaction to the meeting. The ENGINEER stated that the dock would be opened to the public in the year 1839.

MR. BACHELOR inquired whether the committee had determined on using Kyan's process for the preservation of the works. It was used in several public works, and by many private individuals to preserve timber, and he thought it was a subject worthy the serious attention of the committee.

The CHAIRMAN said, the suggestion of Mr. Bachelor was a valuable one, and should not be lost sight of. He then stated that the next general half-yearly meeting would be held at the Dock-office.

Thanks having been voted to the chairman, the meeting adjourned.

## AGRICULTURAL AND COMMERCIAL BANK OF IRELAND.

On Monday last a general court of the stockholders of this bank was held at their establishment in Fleet-street, Dublin, when a ballot took place for a board of directors for the ensuing year. The scrutineers reported the election to be as follows:—James Dwyer, Esq., Middle Gardiner-street, Dublin; Henry Watson, Esq., Limerick; Alderman; Arthur Lloyd Saunders, Esq., Kilarney; William Hodges, Esq., Alderman, Dublin; Philip Jones, Esq., Dublin; John Chambers, Esq., Dublin; Charles Mally, Esq., Castlebar; Gustavus Wilson, Esq., Dublin; and Joseph Robinson Pim, Esq., Dublin.

## THE LATE EXPLOSION AT HARRINGTON.

The friends of humanity will be happy to learn that the distressed condition of the surviving relatives and friends of the unfortunate persons who perished by the late explosion in John Pit has met with every consideration from the clergy, gentry, and inhabitants of Workington, Harrington, Distington, Whitehaven, &c. In the first instance, subscriptions were collected by the Rev. Mr. Curwen, the Rev. Mr. Lowther, and the Rev. Mr. Von Essen, for the relief of those poor persons in their respective parishes whose wants were urgent, and whose necessities required immediate alleviation. Since then, however, the subscription has become general, and at present amounts to a very handsome sum. Mr. Curwen gave 50*l.*, and in a short time 50*l.* additional were subscribed at Workington by not more than ten or twelve individuals. The Earl of Lonsdale has contributed 10*l.* to the fund, and Lady F. Bentinck and Mr. Lowther Thompson 5*l.* each. Many other ladies and gentlemen have been equally liberal in their contributions, according to their means, and we trust the amount which may ultimately be obtained will suffice to accomplish more than merely affording temporary relief to such survivors of the sufferers as are thrown destitute by the melancholy calamity at John Pit. At the close of last week, Captain Robertson Walker, of Gilgarron, slaughtered a fat cow, which he caused to be distributed at the houses of those poor persons in Distington, who had lost relatives by the accident, together with 5*s.* in cash to each. The Rev. Mr. Lowther and Thomas Hartley, Esq., were engaged two or three days this week at Whitehaven in collecting subscriptions from door to door for the surviving friends of the sufferers, and have had every reason to be satisfied with their benevolent and most praiseworthy exertions.

We beg to acknowledge the receipt of two sovereigns from Miss Hamilton, of Lowther-street, as her contribution to the fund for the John Pit sufferers. As the collectors may not have the opportunity of calling upon every individual who may be wished to contribute their mite to so benevolent a purpose, we are requested by them to take charge of any such sums:—we beg to add that we shall be happy to do so, and to hand the same over to Mr. Lowther, along with the handsome donation which we have received from Miss Hamilton.—*Whitehaven Herald.*

THE MAILS.—We last week directed the attention of our mercantile readers to the advantages which would accrue to this town if the route of the London mail was changed, and the letters sent by coach from Rugby station, *via* Lutterworth and Leicester. We again advert to the subject, because the change we recommend would secure to Sheffield all the advantages of a direct railway communication with the metropolis, in all that appertains to correspondence. As yet, all the alterations that have latterly been made have added but little to the facilities for general correspondence.—*Sheffield Mercury.*

## ORIGINAL CORRESPONDENCE.

## CHOKES AND FIRE-DAMP.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Induced by the report of the calamitous destruction of human life, which has recently occurred at Harrington, as described in your Journal of the 3d inst., I request the favour of your giving a place in its valuable columns to the enclosed letter, which suggests a possible remedy as a preventive to this grievous infliction of choke and fire-damp, latterly of such frequent recurrence. I have the honour to be, Sir,

Your constant reader and humble servant,  
JOHN HOWARD KYAN.

Cheltenham, Nov. 7.

TO THE PROPRIETORS OF COAL MINES IN THE UNITED KINGDOM.

MY LORDS AND GENTLEMEN,—I am satisfied you will forgive this trespass, without further apology, from my conviction that the object which I have in view not only commands your best attention, but in its accomplishment, were it practicable, would insure the most consolatory reflections from the preservation of human life, so dear to your hearts. The frequent occurrence of explosion from the ignition of carburetted hydrogen gas, so constantly issuing and accumulating in quantities dangerous to the miner, even protected, as he usually is, by the best regulated precautions at present adopted by the most active and well-informed overseers. The appalling catastrophes which are daily recorded as occurring in the best conducted workings, seem to intimate that the present system is ineffectual, and calls for an investigation of the subject by scientific men, with a view to discover a more effectual preservative.

As it appears that the collection of the inflammable gases in general occur in the interval between a cessation from work and the period of active operation of the miner, and that his descent for the purpose of commencing his labour is, consequently, the most dangerous in producing the usual casualties. As a remedy to the collection of gases in volume (emanating how they may), from cavities in the new workings, or accumulations from the old, I should beg to suggest the early destruction of the gas, before it shall have assumed any degree of importance in volume, by applying the continuous action of properly directed and regularly conducted VOLTAIC SUSTAINING BATTERIES, of competent force. That it would be the business of the overseer to insure the discharge of all the gas in every part of the mine connected with that in which the men are actively employed. That the batteries should be placed, for safety, convenience, and facility of inspection, in a house on the surface, contiguous to the main shaft. That the conducting wires should be secured in wooden tubes or pipes, and the discharging points placed at the proper distance, near the roofs of the workings, to command the needful discharges at the period desired by the operator. That the separation of the cylinders of the batteries would secure their inaction when the men were at work, and the connexion of the cylinders should take place at the period when the manual operations in the mine were suspended. Thus the command of their use would always be at the discretion of the operator on the surface, and perfectly safe under the lock and key of the overseer, to whose charge they may be committed. I should propose that, after the ignition of the gases, the ventilation of the mine should be proceeded with, and be continuous, by means of exhausting pumps for withdrawing the deteriorated atmosphere, and injecting pumps for its repletion with fresh air, for the comfort and salubrity of the persons employed; and this might be effected at a very moderate expense, preventing (as I should hope) the chance of any future victims to this disastrous contingency.

I have the honour to be,

My Lords and Gentlemen,

Your very humble and obedient servant,

Cheltenham, Nov. 7.

JOHN HOWARD KYAN.

## IMPROVED SAFETY LAMP.

At this juncture, when our columns have so recently contained an account of the loss of thirty-four lives in a colliery at Whitehaven, by an explosion of fire-damp, and when we take into consideration the awful total of lives so suddenly and terrifically terminated in the course of a year by this dreadful agent, the following account of an improved safety lamp, constructed by that excellent practical chemist, and devoted advocate of the cause of science for the benefit of humanity, Mr. J. S. Fletcher, surgeon, of Bromsgrove, may not prove uninteresting. We have had the pleasure of inspecting this valuable lamp, which, if it does not possess all the magic virtues and unbounded powers of that far-famed one of Aladdin in the "Arabian Nights," is richly deserving the attention of the philanthropist and the curious in science. Mr. Fletcher was first stimulated to direct his inventive capacity in this line of research by considering that the feeble light obtained from "The Davy" is the principal cause of the reluctance of miners to use it, and is sometimes an absolute bar to its employment. Indeed, in many places its use is confined to the ascertaining the presence or absence of inflammable gas, and is seldom or never brought into operation to light the miner at his dangerous toils. It has, moreover, been established, that if Davy's lamp be carried quickly along or exposed to a current of air, the flame is driven through the wire gauze sufficiently to cause an explosion, and danger also arises from the rapidity with which, when exposed to inflammable gas, the upper part becomes red hot and falls to pieces. In that of Mr. Fletcher these and other defects are obviated. Instead of a feeble light, there is the full power of a bull's eye and reflector. It is wholly protected from the effects of a lateral current of air, nor is there a possibility of any part of it becoming heated. By an ingenious contrivance, a powerful light is afforded so long as pure air is admitted, but on the admission of inflammable gas, the flame of the lamp is immediately extinguished, and thus the evil furnishes its own remedy. It somewhat resembles in ingenuity of contrivance, the breathing apparatus which nature has provided in animal life, by means of which, though we are allowed freely to respire pure air, yet, on the presence of noxious gasses, the admission of the impure medium is prevented. Another recommendation of Mr. Fletcher's lamp is the cheapness of its construction, which exceeds that of any other safety lamp now in use. With such a lamp as this at hand, affording a cheap, powerful, and above all, a perfectly safe light, it is anxiously to be desired that the miners, too often rendered reckless by their constant exposure to danger, will no longer use naked candles. We congratulate Mr. Fletcher on the happy termination of his experiments, which were originally set on foot in some fire-damp pits in Lancashire, where the idea which he has now so ably developed first occurred to him. If those destroyers of human life, falsely designated heroes and conquerors, receive their meed of applause, what triumph shall be reserved for the friend of science, whose object is not to destroy but to save?—*Worcester Chronicle.*—[Mr. Fletcher, is the son of Dr. Fletcher, of Chesterfield.]

MINING AND MINERS.—The total ignorance of almost everything relating to the sciences of geology and mineralogy, and, above all, of chemistry, in the conductors of mines and their agents, is not only matter of regret, but it can hardly be doubted, is also the cause of much loss to the adventurers in mines, to the lords of the soil, and to the buyers of the ore. If a spirit of inquiry had existed, which some knowledge of these sciences could not have failed to produce, much cobalt would not have been thrown away upon the heaps of Dolcoath, and some other mines; nor would bismuth in Wheal Sparrow have been mistaken for cobalt; nor would the roads have been mended with copper ore; nor would the ponderous ore which contained silver, in Herland mine, have been left to the chance that discovered its value; nor would many miners, in opposition to the known principles and properties of mineral bodies, believe even to this day, in the regeneration of metals. While in France and Germany there are national institutions for the education of those intended to conduct the working of mines in the three important branches of science above alluded to, and which are so intimately connected with their occupation, in this country all is left to accident; and the rich gifts which nature has bestowed upon us, are consequently often neglected, or lavishly thrown away.—*Geological Transactions.*

CARRIAGE OF POST LETTERS BY RAILROADS.—We have seen a copy of a letter from the Postmaster-General to the secretary of the Grand Junction Railway Company, complaining of the inconvenience to which the public have been exposed by the delay of the mail trains, and requiring the company to take steps for the insuring greater punctuality in the arrival of the carriages. We understand the Postmaster-General went by that railroad a short time since, and ascertained from his own observation that many of the engines were not of sufficient power to draw the trains to which they were attached.—*Hertford Reformer.*



## LAW INTELLIGENCE.

COMMERCIAL RAILWAY COMPANY.  
VICE-CHANCELLOR'S COURT—NOV. 10.

**BERNARD v. THE COMPANY.**—Mr. K. BRUCE obtained a special injunction *ex parte*, restraining the Commercial Railway Company from proceeding with their operations on certain premises, situate in Rosemary-lane, Minors, which they had contracted for with the plaintiff, until the purchase-money was paid.

## THE GRAND JUNCTION RAILWAY.

BAIL COURT—NOV. 10.

Mr. CRESWELL applied to the Court for a rule to show cause why an injunction taken before the coroner of the county of Warwick, and which had been already returned by *certiorari* into this Court, should not now be quashed for inconsistency appearing upon the face of the injunction itself. The injunction had been held upon the body of a man named Thomas Horton, who was run down and killed by one of the Grand Junction Railway Company's engines, and the injunction recited in the first part of it, that the engine was one of a dangerous nature, and required great skill, care, and vigilance in the management and use of it, and that from want of such care and vigilance the deceased had been run over and killed; a subsequent part of the injunction, however, exonerated the persons who were in attendance upon the engine at the time from all blame in reference to the transaction, and stated that the death of the deceased was not at all attributable to any negligence on their part.

The Court granted a rule.

## THE LONDON EQUITABLE LOAN COMPANY.

INSOLVENT DEBTORS' COURT—NOV. 13.

William Charles Haddon was opposed by Mr. Cooke, for Mr. Jonathan White Haythorn; and by Mr. Alexander Davidson in person. He was supported by Mr. Woodroffe.

Mr. COOKE said, the insolvent had been a clerk and director to the London Equitable Loan Company and General Deposit Bank; the capital in the prospectus of which institution was stated to be 500,000*l.*, in 50,000 shares of 10*l.* each; deposit 2*l.* a share. His Grace the Duke of Wellington was set down as the patron, and the Bank of England as cashiers. Amongst the names of the directors was that of "W. Haddon, Esq." the insolvent. Unfortunately, Mr. Haythorn, who was a commercial agent at Nottingham, had been deceived by the names and the statement in the prospectus, and had lost his money in consequence.

Mr. WOODROFFE said, the insolvent himself had been a dupe of the company.

The learned Commissioner BOWEN observed, the public would be the gainers by the exposure.

Mr. COOKE continued.—The public would be put on their guard against plunderers who called themselves companies. Mr. Haythorn, his client, had, in consequence of the statements put forth, advanced 150*l.*, in order to be made an agent of the company, and others had also been tricked out of money, whose names were in the schedule. Mr. Haythorn became agent, and was furnished by the company with a fine scrip book; some time after the receipt of which elegant volume, he perceived, by a police report in the newspapers, that the Duke of Wellington's name had been used by the company without the knowledge or sanction of that illustrious person, and that his Grace had nothing to do with the company. Mr. Haythorn having discovered the position in which he was placed, took a warrant of attorney from the insolvent and two other persons for the repayment of his 150*l.* He (the learned counsel) was aware that it had been ruled by the Court that a warrant of attorney was a waiver of a complaint as to the manner in which a debt had been contracted; he would, however, wish to hear how that rule applied in the present case.

Mr. Commissioner BOWEN said, the taking of the warrant certainly prevented the complaint being sustained on the original transaction.

Mr. COOKE then proceeded to examine the insolvent.

The evidence showed that the insolvent had been a clerk to the company before he became a director. He had previously dealt in agricultural implements at Harst-green, in Sussex. His premises had been burnt down. He had seen an advertisement stating that the company were in want of a clerk, and he had come to London after the situation. He had paid 100*l.* as security for the clerkship. He had been arrested about three weeks after his appointment to a directorship by Mr. Davidson, who had also been a clerk in the company. He had been told that the Duke of Wellington was the patron of the company. The offices were in Crosby-hall Chambers, Bishopsgate. He had heard since that Gilbert had taken the benefit of the Act.

Mr. COOKE, in reply to the Court, said that Gilbert was heard in this Court about two years ago, and was remanded, at the suit of Messrs. Tegg, for eight months.

Mr. COOKE asked the insolvent who J. Stanley, Esq. (whose name was in the list of directors), was?

The insolvent did not know; he had never seen him, but had heard he was a man of property.

Mr. COOKE said—You are W. Haddon, Esq., the director; you have described yourself as William Charles Haddon.

The insolvent said, it had been so done by the printer.

Mr. COOKE desired the insolvent to look at the "scrip book," in which the name of the insolvent was signed W. Haddon. Mr. C. then asked—Who is W. H. Short, Esq., another director?

The insolvent said he had never seen him.

Mr. COOKE next asked—Who is Lieutenant-Colonel Harley?

The insolvent did not know; Mr. Gilbert had told him he had seen them; the insolvent had seen Mr. Smyth, who, by his own account, was a merchant. He did not know what had become of him, but had since heard he was a bad character. He had not heard he was at the Old Bailey, but he had heard he was likely to be there. He had heard that Gilbert's wife had property in the funds, and Gilbert had told him that the Bank of England had been put down in the prospectus as a mere matter of form. Gilbert was the treasurer and received the money. He (insolvent) had received no share of the money paid in. He had, as clerk, received two or three small sums, about 11*l.*; he had paid 100*l.* to the company; it was partly advanced by his mother; he paid it to Gilbert. There were six clerks in the company; the books had been left at the office, and he had heard that one of the clerks (Symonds) had taken possession of them. He (insolvent) went as a clerk in March last; in June last the company was broken up. He was arrested by Davidson. He had signed an authority as a director, empowering Symonds to take the books. He believed Symonds had taken them. Since he had been in prison he had received about 22*s.* from Symonds, instalments on advances made by the company. The office of the company was shut shortly after he went to prison. He should like to know what had become of the other directors. The company owed him 100*l.*, which he had paid as a deposit by way of security. He considered himself a victim. The books would show the names of the persons indebted to the company.

The insolvent was further examined as to certain mortgaged property.

Mr. Davidson complained that the insolvent had not given him proper information relative to the notes which he (Mr. Davidson) held as securities, and he had arrested him. He (Mr. D.) had obtained a portion of his advances on the notes from the parties to whom loans had been made. He had received about 92*l.* on the notes.

Mr. Commissioner BOWEN said Mr. Davidson might think himself well off. Mr. COOKE wished his client had been as lucky.

The insolvent, in his examination by Mr. WOODROFFE, declared that he had become acquainted with the company through the advertisements. They got his 100*l.* He had been made a director, as it was necessary three directors should sign papers. He was, however, always a clerk. He was to have received 100*l.* salary for the first year, and an increase of 50*l.* each succeeding year.

Mr. COOKE, in his address to the Court at the conclusion of the evidence, contended that the insolvent should have set forth the names of all the directors in his description, as he had been in partnership with them, and that he should likewise produce the books of the "company," that his creditors might see if there were any prospects of money lying due to his estate from those persons to whom advances had been made by the company. He (the learned counsel) was certain much good would accrue to the public by the exposure of the whole concern, and the names of the directors being made known. The insolvent must also describe himself as using the name of W. Haddon, as well as William Charles Haddon, as some persons might know him by the former name.

Mr. WOODROFFE, in reply, insisted that the insolvent had already suffered enough. He had been a victim, and not a person who had victimised others. There could be no occasion to amend his description, because so much publicity would be given to the case, that every body interested would hear of it. With respect to producing the books, his client had not the power to produce them, and an order to compel him to produce them would have the effect of preventing his ever getting out of prison.

Mr. Commissioner BOWEN said, this was a question between the insolvent and the public. Mr. Haythorn had received his appointment, signed by the insolvent, Gilbert, and Smyth, and had been imposed upon. The insolvent must be considered as a partner, and as such must re-advertise. He must also describe himself as W. Haddon, as other persons might know him by that name. The insolvent had given an authority as to the books, and also as to the payment of money; he had acted as a director. The public had a right to call on him to give full information as to the pretended company.

The case was then adjourned for the re-advertisement and the attendance of Symonds.

## THE BRITISH GAS COMPANY.

BAIL COURT—NOV. 14.

**THE QUEEN v. THE COMPANY.**—Mr. BODKIN applied to his lordship for a writ of *certiorari* to remove into this Court an indictment for a nuisance which was preferred against the British Gas Company at the last Middlesex sessions. The affidavit of the defendants in support of the application, stated, that they had erected their works at Ratcliffe-highway at an expense of upwards of 120,000*l.*, and that they had carried on the manufacture of gas there for upwards of thirteen years without interruption or complaint; that they believed the present indictment had been preferred against them more from a prejudice that existed against them in the neighbourhood of their works than from any inconvenience or injury which any person had sustained thereby; that their mode of manufacturing gas, owing to scientific improvements recently made by them, had been rendered far less objectionable than it formerly was, a fact which they were enabled to prove on the trial of the indictment by the evidence of several scientific persons whom they intended to call as witnesses on their behalf; and that they were anxious to have the advantage of the case being tried before one of the learned judges and a special jury.

Mr. Justice LITTLEDALE granted the writ, and ordered each of the defendants to enter into their own recognizances in 100*l.*, and two sureties in 50*l.* each, to take their trial on the indictment.

## MANCHESTER AND LEEDS RAILWAY COMPANY.

BAIL COURT—NOV. 15.

**THE QUEEN v. THE COMPANY.**—Mr. STARKIE, Queen's Counsel, applied to the Court, on the part of the trustees of the highway from Manchester to Oldham, for a rule, calling upon the defendants to show cause why a *mandamus* should not issue, commanding them to excavate and lower a particular part of the road between Oldham and Rochdale, near the new branch of the Rochdale Canal. The application was made under the 6th of George IV., and 7th of William IV., which enabled the railroad company to construct a bridge or viaduct, not less than thirty feet long, across the common high road, but compelled them at the same time to lower the turnpike road a the place in question so as to leave a clear space of eighteen feet to the under part of the bridge which was to be horizontal and not arched), and also to make gradual approaches on each side to the part of the high road so hollowed out. In order to preserve the level of the railroad the company had sunk the high road nine feet, and had partly levelled the high road on each side of the bridge to a distance including 430 yards in all. Under the bridge itself they had left twenty-four feet wide for a carriage-way, but they had not lowered the whole, as required by the statute, and the question in dispute was, to what extent the company were bound to level the road. In its present state the public suffered inconvenience, and to remedy it would put them to great expense. The learned gentleman was proceeding to tender the statement more intelligible by the means of a map, but

Mr. Justice LITTLEDALE thought that enough had been stated to entitle him to a rule to show cause.

## WEST LONDON AND WESTMINSTER CEMETERY COMPANY.

COURT OF CHANCERY—NOV. 15.

**LORD KENSINGTON v. THE COMPANY.**—This was an appeal from the vice-chancellor. The bill was filed by Lord Kensington for specific performance of an agreement entered into by the defendants for the purchase of forty acres of land, part of St. Mary Abbotts, Kensington. The defendants objected to the title on the ground that the plaintiff's estate was settled in 1833 to certain uses, with a reservation, however, to his lordship of a power to sell any part of it that might be required for a railroad, canal, or other public undertaking. The vice-chancellor decreed for specific performance, conceiving that the power reserved by the plaintiff was ample enough.

Mr. JACOB and Mr. WHITMARSH, jun., were in support of the appeal in behalf of the cemetery company. They contended that the settlement solemnly executed by the plaintiff on the marriage of his son in 1833 would be defeated if the decree below were affirmed. There were only 300 acres of land altogether, and if Lord Kensington could dispose of forty acres of that under the power reserved to him, he might dispose of 100 acres, or 250 acres, or 290 acres, leaving only some part for the settlement to operate on. A power to sell to a canal or railroad company could not affect more than a narrow strip of land, certainly not one-seventh of the whole settled property.

Mr. KNIGHT BRUCE and Mr. ROMILLY supported the decree of the vice-chancellor, and insisted that the plaintiff's reserved power fully warranted the sale of part of the property to this public undertaking. At the time of the settlement there were numerous speculative companies, for various undertakings, some of which it must have been foreseen by Lord Kensington or his advisers would require part of this estate.

The LORD CHANCELLOR said he would give his judgment to-morrow.

The LORD CHANCELLOR delivered judgment in this appeal on Friday morning. The whole question was whether Lord Kensington could make a good title to about forty acres of land which the defendants contracted to purchase from him for the purpose of their cemetery. His lordship stated the terms of the power reserved to himself by Lord Kensington in the deed of settlement executed on the marriage of the Hon. Mr. Edwards, whereby it was to be "lawful for his lordship to dispose of any part of this land that might be required for any railroad, canal, or other public undertaking of any description." The deed then provides that Lord Kensington should be restrained from receiving the purchase money in any other way than was directed by the deed. There could be no doubt that Lord Kensington had a right to reserve this power of disposition to himself, and there was still less doubt that his power so reserved was sufficient for the purposes of carrying into effect that agreement with the company. His lordship next referred to the first and second clauses of the act incorporating the Cemetery Company, by which the authority given them to purchase land was confined to the land "hereinafter mentioned," which was the land in question in this suit, consisting of 395 acres of the Lord Kensington's land, and 45 acres of land belonging to a gas company, in "all forty-four acres. This land so described in the act corresponded with the land contracted to be sold in this agreement, of which the bill prayed specific performance against the defendants. They being a corporation, could not purchase land at all, except the power to purchase was given them by the act of parliament. His lordship was clearly of opinion that the power conferred on the defendants by that act was sufficient to enable them to make this compact, and they had no power of carrying their project into execution, except by the purchase of this very land mentioned in the act. Some stress was laid in the argument on the word "required," "any land that may be wanted or required." In the interpretation of this act, it was proper to inquire what is the construction put on these clauses by parliament. There are two descriptions of powers in these acts, one to enable the company to purchase land, the other to compel owners of land to sell to them. If it were necessary his lordship would hold the latter power in this act to be compulsory; but he had no doubt from the beginning that the Vice-Chancellor's decision was right in this case, and that the defendants were bound to perform their contract. As they thought fit to take the opinions of two judges on the question, they should pay the costs of the appeal which was dismissed.

## LEEDS CONSOLIDATED MINING COMPANY.

ROLLS COURT—NOV. 16.

**THE SHAREHOLDERS v. DIRECTORS.**—Lord LANGDALE, upon the application of Mr. Pemberton *ex parte*, granted an injunction to restrain William Millett Thomas and H. Tribe, the director and secretary of the Leeds Consolidated Mining Company, from selling scrip, and from incurring liabilities, and also from plying any of the leases or other property of the company, on the ground, as presented in the affidavits, that they had taken and disposed of scrip without having paid the deposit; and of their having incurred liabilities on behalf of the company, contrary to the prospectus circulated among the undertakers, and in consequence of their having obtained and pledged certain leases belonging to the proprietors, and of their having neglected to give any authentic information to the body of proprietors when it was required.

## WEST CORK MINING COMPANY.

COURT OF EXCHEQUER—NOV. 16.

**HARRISON v. TIMINS.**—Mr. CRESWELL and Mr. HENDERSON showed cause against a rule which had been obtained in this cause by the Attorney-General, compelling the defendant to show cause why he should not pay the damages and costs of this action, or why execution should not be levied against his goods.

This was an action for work and labour done as the servant of the West Cork Mining Company, and the action was brought against the defendant, as one of the directors, under the provisions of the act of incorporation, 4th and 5th of William IV., c. 6.

The ATTORNEY-GENERAL and Mr. BATLEY submitted that a gross injustice would be perpetrated if this and other co-partnerships, for such it was, were to be allowed to evade their creditors' claims. The company had no reserved nor any other property at all, and the Court would do its utmost to assist the plaintiff in enforcing his demand against the defendant, who had an affidavit, and did not dare to deny that he was a shareholder at the time of the performances of those services, for which the plaintiff now sought compensation. Though this was in form an action against the defendant as the nominal party, yet it was in fact an action against him and against every other member personally; each and all were liable for the debt of the company.

The ATTORNEY-GENERAL.—There is no necessity for a rule, as the common law declares that each member of such a partnership is liable until there is shown to be some express enactment to the contrary. For these reasons it was confidently submitted that the rule must be made absolute.

By the COURT.—This is a case of some importance, and we will take time to consider its bearings before we give our judgment.

## THE "LIVERPOOL" STEAMER.

**CORK, Nov. 5.**—I see the papers are full of confused and contradictory accounts of the expedition of our unfortunate *Liverpool*. One London journal, received to-day, announces, formally, that she is wholly disabled, and is to be laid up. Others state that she consumed 400 tons of coal in eight days. Again, it is hinted by other parties, that the captain's mismanagement was the cause of the failure, and that he ought to have "gone ahead." There is also much made of certain "tremendous hurricanes" the boat is now said to have encountered, as if she had been compelled by the elements to return. There is no truth in this.

The *Liverpool* was not compelled to turn back by the weather. We met nothing which deserved to be called a hurricane, going or coming; the nearest approach to it occurred the day and night before we got into Cove, and not till forty-eight hours after we had sounded our retreat. Neither was the *Liverpool*, as a sea-boat, unseaworthy or insecure. As I said before, she behaved nobly. Some damage was done to her, but less than could reasonably be expected. She may not be of as perfect a model for this Transatlantic business as she might be; no doubt she is deficient in proportionate beam for such a voyage; no doubt there are many little inconveniences in her internal construction; but no one of us have ever dreamed that the boat turned round on account of these things; no one would hesitate, now, any more than before the late expedition, to call her a fine ship, or to hazard their lives in her across the Atlantic, provided always she were furnished and fitted out as she should be with the means of performing the voyage. This she was not; and this, I repeat, was the cause of her return. She consumed an extravagant quantity of coal, which was one fault; and she carried a deficient quantity, which was another; and this is the whole explanation of her failure. The details are not very important, perhaps, since nobody here denies these general facts; but the strict truth, after all inquiries by every kind of interested party, seems to be, that there were about fifty tons more of fuel remaining, when we turned round, than the engineer supposed; that, allowing this, and starting from Liverpool with 563 tons, we actually consumed about 360 tons in nine days, or just 40 tons a-day; and leaving on hand, when we got into port, but about 200 tons, or little more than what it was generally calculated we ought to have on arriving at New York. How idle is it then to talk of the captain's persisting, under these circumstances; granting we had made 1000 miles, and calling that a third of the voyage, we could not calculate on requiring less than twelve days' more fuel, or 480 tons, whereas we had only 323.

As to the cause of this consumption, I have but to confirm what was said before. The fault is in some of the flues or bridges—I am not engineer enough to describe it technically; but no one denies that, after the little presence of an experiment to Dublin and back, and before starting for New York, an alteration was made in some of these avenues, by the removal of bricks or otherwise, to which, at least, an additional consumption of 700 lbs. the hour is immediately to be traced. This was unknown, it is said, to the company; perhaps even to the agent. No matter. It is not unknown now; at least it is not here denied. But here lies the fault; the ship was got off in too great a hurry. It was inevitable, in such a flurry, to be absurdly punctual to a day (which is the only apology I hear of), that some deficiencies should occur. I hope it may prove a lesson to all candidates for Transatlantic navigation in future. At all events, the cause itself must not suffer on account of such a proceeding as this.

You may feel some interest in knowing, what I hear from the best authority, that this company are having a depot of coals established at Fayal, for the greater security or comfort of their winter navigation. This, no doubt, may sometimes be a convenience, though not one, I hope, necessary to be relied on, as that island, I believe, is at least 300 miles out of the regular course, to the south.

**P.S. MONDAY AFTERNOON.**—Just as I expected. The *Liverpool* has come into Cove from an "experimental trip"—experimental on the re-allocations made here, which, of course, should have been made and tried at Liverpool. The result is "highly satisfactory;" that is, the boat has made 185 miles in twenty-four hours, with a high wind all the way, and a headwind part of it; and this she has done with a consumption of thirty tons and a fraction. On the strength of this proceeding, such as it is, we shall leave port again early to-morrow. Meanwhile, it is announced that nearly, if not quite 700 tons of fuel will be on board, with which we have every reason to be satisfied, especially as we are already a day or two on our way. Under these circumstances, and with a good boat—being only seven inches deeper than before—it will be strange if we cannot accomplish the voyage. We hope to be in New York in eighteen days at the farthest.

## KYAN'S PATENT FOR PREVENTING DRY-ROT.

Having been prevented attending at the opening of a fungus pit in the Anti Dry-Rot Company's Yard, David-street, on Wednesday last, we take the following account from the *Manchester Chronicle* of Saturday:—

"Amongst the articles placed in the pit [Nov. 7th, 1837], were various kinds of timber in thin boards, prepared with the anti dry-rot solution, ropes, twine, sackings, and canvases; and articles in an unprepared state, but corresponding in every other respect with those which were prepared, were also deposited therein, in order that the action of the anti dry-rot process might be the more satisfactorily shown. The pit was closed in the presence of several gentlemen who signed a certificate to that effect, and the key of the padlock by which it was secured was placed in the hands of Mr. Hawkshaw, of the Bolton Railway. On Wednesday last, the 7th instant, the pit was opened in the presence of a numerous body of gentlemen, amongst whom were Samuel Evans, Esq., the boroughreeve, and George Wood, Esq., and J. Woollam, Esq., the constables of the town, several eminent architects and builders, including Mr. D. Bellhouse, jun., Mr. T. W. Atkinson, Mr. Tattersall, Mr. Wallis, and Mr. Edwards, and many gentlemen who felt interested in the success of the experiment. It may be necessary to state, perhaps, that the bottom of the pit was thickly strewn with pieces of wood, which the dry-rot had reduced to a state of decomposition; and every facility was given, in the manner in which the articles were deposited, for communicating the infection to the prepared as well as to the unprepared. The result, we are happy to say, was quite as successful as could have been anticipated by the parties who made the experiment. With respect to the timber, which consisted of spruce deal, soft American elm, poplar, American ash, American birch, and American oak, the boards which had been submitted to the Kyanising process were found to be perfectly sound and untainted, while those which were unprepared exhibited in various degrees the progress of the disease. The American oak, in particular, afforded most satisfactory proof that the value of the process has not been overrated. The prepared plank was of a fine dark colour, without the slightest symptom of decay, while the unprepared was rotting away most rapidly. A piece of very coarse wrapper, such as is used for nail-bags, was reduced to a state of decomposition, while the corresponding piece, which had been Kyanised, was sound in every part except at the edges, where it is supposed it had not been properly saturated. Another specimen of wrapping, and some soft packing-rope, unprepared, were completely decayed, while the corresponding pieces were as sound and perfect as on the day they were put into the pit. Two balls of thin twine exhibited the effects of the principle perhaps more forcibly than any of the other articles, the unprepared being reduced to a lump of manure filled with small red worms; while that which had been prepared was perfectly sound, and apparently stronger than ever. The only point in which the experiment could be suspected of having failed was in the case of a very thick piece of rope, which was decayed at the ends, although it had been immersed in the tank; on inquiry, however, we find that the rope was merely dipped in the solution, and not saturated as it ought to have been; and therefore, the experiment, so far as this is concerned, cannot be considered a fair one."

It was objected by one of the architects who witnessed the opening of the pit, that the pieces of timber were not large enough to test the preparation, and he expressed some doubts as to the possibility of saturating a large beam. The answer to this objection, we think, is easy; the object of the experiment was to ascertain whether Kyanized timber is capable of resisting the infection of dry-rot, and whether the piece used be large or small, appears to us to be quite immaterial. It is a fact proved beyond the possibility of doubt, that timber, of any thickness, may be saturated with the solution; but the use of thick timber in an experiment like this could not have produced satisfactory results, unless the pit had been allowed to remain closed for two or three years. The doubt, however, will now be most effectually met by another experiment. The timber taken out of the pit was again replaced in it yesterday, together with some pieces of a thicker description, and some bleached calico, and it will not be opened again until twelve months have expired. We had almost forgotten to mention, that an old silk handkerchief, which was put into the pit, after being dipped in the solution, was found to be unimpaired, not only in texture, but in colour."

**BRITISH ALKALI COMPANY.**—At the general meeting of the company, held on Wednesday, the 7th inst., at Bromsgrove, a half-yearly dividend of twenty shillings per share was declared payable on and after the 1st of December.

**PARALLAX OF THE FIXED STARS.**—This important and valuable problem, which has for so many centuries been an object of inquiry amongst astronomers, has, it appears, by letters received in this country, been solved by Professor Bessel, of Königsberg. His observations were made on the double star, No. 61, in the constellation Cygnus, whose distance he has ascertained to be 660,000 times the radius of the earth's orbit, or 62 trillions and 700 billions miles in round numbers. The details of this discovery will be communicated at an early meeting of the Royal Astronomical Society.



## PROCEEDINGS OF PUBLIC COMPANIES.

## CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

The general half-yearly meeting of proprietors was held at the Subscription Rooms, Stroud, on the 2d inst. It was numerously and very respectfully attended; and among the company present were many gentlemen much interested in the commercial and agricultural prosperity of the district through which this railway is intended to pass.

HENRY NORWOOD TRYE, Esq., in the chair.

The CHAIRMAN, in opening the business of the meeting, said that he believed he need make no remark upon the subject which had brought them together, as the report which he should have the honour to read would embody all that it would be desirable to lay before the public, or that they would wish to hear. He would, therefore, proceed to read the report, which he trusted would be received favourably by them.

Lord MORETON said, he was perfectly certain, as every one there must who knew any thing of the increase of railways and the benefits which had accrued from them to the districts through which they run, that the railway they were now considering involved not only the well-being of this neighbourhood, but its very existence as a manufacturing district was at stake; for without it they could not enter into any competition with those districts which possessed superior locomotive power. He must confess that as a looker-on, anxious for the prosperity of the neighbourhood, in common with others who set a high estimation on the advantageous results to be expected from this undertaking, he had felt, perhaps from idleness in making due inquiry, and a too easy credulity to the reports in circulation, strong doubts whether the whole line would ever be completed, and Stroud receive its share of the advantages of the railway. Nevertheless, he was now led to expect, having heard the report just read, not only that there was every probability of the whole line being carried into operation, but that there was also a prospect of remuneration to those who subscribed their money for the completion of the work. Having heard that it was the intention of the directors to complete the whole line, including the portion from Sapperton to Stroud—that being held out, he felt that it was of so much importance, not only to the manufacturing but to the agricultural interest of the neighbourhood, that he should, in the absence of any strong hope of remuneration for his subscriptions, have felt anxious to come forward and give what little humble support he could towards completing the line. But having heard from the chairman the very explicit and satisfactory statement of probable receipts and expenditure, he thought they need be under no apprehension at all of sustaining any loss. Having heard the report read, and having also heard the items gone into previously, he felt satisfied both of the conduct of the directors and of the probable good results of the scheme, and had, therefore, great pleasure in proposing that the report of the directors be approved and adopted by the meeting.

W. H. STAUNTON, Esq., seconded the resolution, expressing the great satisfaction he had derived from hearing the report read. He should sit down without saying another word, did he not think himself called upon to urge upon his neighbours to aid the directors in the work they had in hand. Every manufacturer, every tradesman, every landed proprietor, and every farmer in the district, was deeply interested in the welfare of this undertaking; let every such person, therefore, if he could not take five shares, take one or more, according to his means, of the shares proposed to be placed at the disposal of the directors, and by all putting their shoulders to the wheel, there was not the slightest doubt that the railway would be carried on to a successful termination.

CHARLES STEPHENS, Esq., feeling a deep interest in the success of this undertaking, could not refrain from offering to the meeting his cordial congratulations on the report just read; the more the merits of this line were investigated, and the better it became known, the more it would be appreciated as a safe and profitable investment of capital. It was with much pleasure he had heard it announced that the directors had at length overcome the difficulties which had beset them, that the formation of the railway had been commenced, that the land had been purchased for a considerable distance, and that all the contracts between Gloucester and Cheltenham, and Cirencester and Swindon, had been let to most competent and trustworthy persons—men who could be safely relied upon to fulfil their engagements, and at prices, he had the authority of their engineer for stating, considerably under his estimates for the works comprised in them. The uneasiness which had been felt, and the misconception and misrepresentation which had arisen on account of the delay which had occurred was quite natural; but he for one was very far from thinking that that delay was to be considered a subject for regret. On the contrary, he believed that it would in the end prove extremely beneficial.

Mr. DAVID BOWLY was very glad to see the interest which the undertaking excited in the neighbourhood of Stroud. Hitherto the town with which he was connected (Cirencester) had, contrary to its usual quiet course, taken the lead in anxiety to promote this important undertaking; but he was happy now to believe that Stroud was equally alive to its interests, and if the generality of persons connected with the line would put their shoulders to the wheel, there could be no doubt of its success. He had not altered his first impressions. He from the beginning thought the line would answer if completed throughout; but he had never any opinion of an unfinished line.

Mr. FERRABEE alluded to a report propagated by Mr. T. Howell, of Brown's-hill, on the authority of Mr. Hopkinson, that the directors did not intend that the railroad should come by way of Stroud, for they, or some parties connected with them, had entered into a secret bargain with some persons connected with the Great Western to abandon this part of the line. However ridiculous this report might be, he (Mr. F.) had no doubt it had operated so as to prevent some persons in that neighbourhood from paying their calls. He had written to Mr. Howell requesting him to come to the meeting that day, to bring forward his charges openly, and he had received a letter in reply from him, stating that he could not attend, but that his former impressions were still not weakened.

Mr. CHARLES LAWRENCE said he had heard the same rumour as that to which Mr. Ferrabee had alluded, and having been always anxious to preserve the fair character this company had ever enjoyed from unfounded calumnies, and finding that Mr. Howell was the author of these reports, he gave him notice of that meeting; but Mr. Howell had declined to avail himself of the invitation, and had replied by a letter similar to that which had been received by Mr. Ferrabee.

The CHAIRMAN said, he was confident the meeting would give the board of directors credit for not doing any thing so dishonourable as that things reported against them by Mr. Howell; for such conduct as that imputed to them would, if they were guilty of it, be exceedingly dishonourable. If there was any shareholder who put the least faith in such imputations, he would do well to see if he could substantiate any thing of the sort, and at the next half-yearly meeting he would have an opportunity of proposing a new set of directors. He could only say that he, on the part of the directors, absolutely denied as a positive falsehood that any thing of the kind had occurred. He would now rectify an omission which he had made at an earlier period of the meeting, when he had forgotten to read to them the statement of accounts for the half-year, from the 24th of December to the 24th of June, from which it appeared that the total amount of capital received on account of deposits and calls, with interest, &c., up to the 25th June, was 57,763*l.* 17*s.* 8*d.*; and the total expenditure to that time 45,932*l.* 14*s.* 5*d.*, leaving a balance in hand of 11,831*l.* 3*s.* 3*d.*

Mr. SUTTON desired some explanation in reference to the forfeited shares. The CHAIRMAN said, the forfeitures were declared according to the prescribed form in the Act of Parliament, which gave power to the directors to declare shares under certain conditions to be forfeited, but it required that such declaration should be sanctioned by a general meeting. The shares now under consideration were held in the names of parties whom it would be of no use to proceed against. It was desired, therefore, to have them placed at the disposal of the company, instead of remaining nominally in the hands of persons who could render no service to the company by paying up the calls.

Mr. SUTTON also alluded to the lapse of time between the date at which the accounts were made up and the period of the meeting, and suggested whether it would not be desirable to have a supplementary account, bringing down the affairs nearer to the half-yearly meeting.

The CHAIRMAN remarked, that the time to which the accounts should be made up, and the periods of meeting were fixed by the Act of Parliament.

After some further remarks of a desultory nature, the resolution for approving and adopting the report was put and carried unanimously.

Mr. WATTS moved that the forfeiture of the 531 shares mentioned in the report be confirmed, and that the directors be authorised to dispose of the same in such a manner and on such terms as they should see fit, which being seconded by Mr. Capel, was carried.

Mr. SAMUEL MARLING moved, that the thanks of the meeting were due to the directors for their valuable services in conducting the undertaking. He sincerely hoped that this resolution would meet the cordial approval of the meeting. He was aware of the many difficulties by which the directors had been surrounded since the Act of Parliament had been passed for making the line; and it would be a great satisfaction for them and for the public to be aware that they had the full confidence of the body of proprietors. He had himself indeed said, that the directors appeared to act with reserve and timidity; but after the very clear and lucid report he had heard that day, he was of that opinion no longer.

ROBERT DAVIES, Esq., had the greatest pleasure in seconding the resolution. He sincerely thanked the directors for their exertions, and he thought that the meeting ought to encourage them by every means in its power to go on in the good cause in which they were embarked. The resolution was then put and carried unanimously.

The CHAIRMAN, on the part of the directors, returned thanks for the compliment paid them. He was sure that the proprietors would give them credit for acting to the best of their ability and power. They had had great difficulties to contend with, and much anxiety as to the result; but now, he was happy to say, many of these difficulties were got over by patience and perseverance and resolution, and he trusted they were in a position in which they might say that the clouds that hung around them had dispersed, and brighter prospects were before them. He trusted that while the directors did their duty by their constituents, the means would not be withheld which would enable them advantageously to carry on the concern to a successful termination.

In reply to an inquiry whether the cost of the tunnel had been accurately ascertained, Mr. BRUNEL entered into a satisfactory explanation, and who further stated that the whole of the Great Western line to Swindon would probably be finally completed by the summer of 1840.

Various remarks were made as to the policy and propriety of the inhabitants of Stroud and the neighbourhood being called upon to come forward in a spirited manner to aid the carrying on of the railway through their particular locality, and in the course of the observations that were made, Mr. STEPHENS stated that he knew for certain that it was intended in the next session of Parliament to apply for an Act to carry into effect the Bristol and Gloucester Railway, an undertaking which could not fail to have an important and beneficial effect upon the prosperity of this line.

Thanks were then unanimously voted to the chairman for his able conduct as president of the meeting, and that gentleman having expressed his acknowledgments in very appropriate terms, the meeting separated.

## NORTHERN AND EASTERN RAILWAY.

A special meeting of the proprietors of this company was held at the City of London Tavern, on Tuesday, the 13th inst.

HENRY GEORGE WARD, Esq., in the chair.

After the usual preliminary business, the report of the agreement made by the directors with the Eastern Counties Railway Company was read by the secretary. The report of the directors was then submitted, and which appeared to give general satisfaction to the shareholders. The report and resolutions then agreed to will be found in our advertising columns.

Thanks having been voted to the chairman, the meeting adjourned.

## NEWPORT DOCK COMPANY.

On Thursday, the 8th inst., the half-yearly meeting of proprietors was held at the Great Room at the Westgate. There was a numerous and highly respectable attendance of proprietors.

RICHARD BLAKEMORE, Esq., M.P., in the chair.

An account of the receipts and expenditure was read, by which it appeared that 41,000*l.* had been disbursed for the general purposes of the company, including purchase of land and houses, Parliamentary and law expenses, engineering, purchase of engines, trams, tram-plates, and pile drivers, leaving a sum of about 25,000*l.* expended in labour and materials to place the dock in its present state.

The clerk of the company then read the report of Mr. Green (the resident engineer), which appeared to afford great satisfaction to the meeting.

The ENGINEER stated that the dock would be opened to the public in the year 1839.

Mr. BACHELOR inquired whether the committee had determined on using Kyan's process for the preservation of the works. It was used in several public works, and by many private individuals to preserve timber, and he thought it was a subject worthy the serious attention of the committee.

The CHAIRMAN said, the suggestion of Mr. Bachelor was a valuable one, and should not be lost sight of. He then stated that the next general half-yearly meeting would be held at the Dock-office.

Thanks having been voted to the chairman, the meeting adjourned.

## AGRICULTURAL AND COMMERCIAL BANK OF IRELAND.

On Monday last a general court of the stockholders of this bank was held at their establishment in Fleet-street, Dublin, when a ballot took place for a board of directors for the ensuing year. The scrutineers reported the election to be as follows:—James Dwyer, Esq., Middle Gardiner-street, Dublin; Henry Watson, Esq., Limerick, Alderman; Arthur Lloyd Saunders, Esq., Kilkenny; William Hodges, Esq., Alderman, Dublin; Philip Jones, Esq., Dublin; John Chambers, Esq., Dublin; Charles Mally, Esq., Castlebar; Gustavus Wilson, Esq., Dublin; and Joseph Robinson Pinn, Esq., Dublin.

## THE LATE EXPLOSION AT HARRINGTON.

The friends of humanity will be happy to learn that the distressed condition of the surviving relatives and friends of the unfortunate persons who perished by the late explosion in John Pit has met with every consideration from the clergy, gentry, and inhabitants of Workington, Harrington, Distington, Whitehaven, &c. In the first instance, subscriptions were collected by the Rev. Mr. Curwen, the Rev. Mr. Lowther, and the Rev. Mr. Von Essen, for the relief of those poor persons in their respective parishes whose wants were urgent, and whose necessities required immediate alleviation. Since then, however, the subscription has become general, and at present amounts to a very handsome sum. Mr. Curwen gave 50*l.*, and in a short time 50*l.* additional were subscribed at Workington by not more than ten or twelve individuals. The Earl of Lonsdale has contributed 10*l.* to the fund, and Lady F. Bentinck and Mr. Lowther Thompson 5*l.* each. Many other ladies and gentlemen have been equally liberal in their contributions, according to their means, and we trust the amount which may ultimately be obtained will suffice to accomplish more than merely affording temporary relief to such survivors of the sufferers as are thrown destitute by the melancholy calamity at John Pit. At the close of last week, Captain Robertson Walker, of Gilgarron, slaughtered a fat cow, which he caused to be distributed at the houses of those poor persons in Distington, who had lost relatives by the accident, together with 5*s.* in cash to each. The Rev. Mr. Lowther and Thomas Hartley, Esq., were engaged two or three days this week at Whitehaven in collecting subscriptions from door to door for the surviving friends of the sufferers, and have had every reason to be satisfied with their benevolent and most praiseworthy exertions.

We beg to acknowledge the receipt of two sovereigns from Miss Hamilton, of Lowther-street, as her contribution to the fund for the John Pit sufferers. As the collectors may not have the opportunity of calling upon every individual who may be wished to contribute their mite to so benevolent a purpose, we are requested by them to take charge of any such sums—we beg to add that we shall be happy to do so, and to hand the same over to Mr. Lowther, along with the handsome donation which we have received from Miss Hamilton.—*Whitehaven Herald.*

THE MAILS.—We last week directed the attention of our mercantile readers to the advantages which would accrue to this town if the route of the London mail was changed, and the letters sent by coach from Rugby station, *via* Lutetworth and Leicester. We again advert to the subject, because the change we recommend would secure to Sheffield all the advantages of a direct railway communication with the metropolis, in all that appertains to correspondence. As yet, all the alterations that have lately been made have added but little to the facilities for general correspondence.—*Sheffield Mercury.*

## ORIGINAL CORRESPONDENCE.

## CHOKE AND FIRE-DAMP.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Induced by the report of the calamitous destruction of human life, which has recently occurred at Harrington, as described in your Journal of the 3d inst., I request the favour of your giving a place in its valuable columns to the enclosed letter, which suggests a possible remedy as a preventive to this grievous infliction of choke and fire-damp, latterly of such frequent recurrence.

I have the honour to be, Sir,

Your constant reader and humble servant,

Cheltenham, Nov. 7.

JOHN HOWARD KYAN.

TO THE PROPRIETORS OF COAL MINES IN THE UNITED KINGDOM.

MY LORDS AND GENTLEMEN,—I am satisfied you will forgive this trespass, without further apology, from my conviction that the object which I have in view not only commands your best attention, but in its accomplishment, were it practicable, would insure the most consolatory reflections from the preservation of human life, so dear to your hearts. The frequent occurrence of explosion from the ignition of carburetted hydrogen gas, so constantly issuing and accumulating in quantities dangerous to the miner, even protected, as he usually is, by the best regulated precautions at present adopted by the most active and well-informed overseers. The appalling catastrophes which are daily recorded as occurring in the best conducted workings, seem to intimate that the present system is ineffectual, and calls for an investigation of the subject by scientific men, with a view to discover a more effectual preservative.

As it appears that the collection of the inflammable gases in general occur in the interval between a cessation from work and the period of active operation of the miner, and that his descent for the purpose of commencing his labour is, consequently, the most dangerous in producing the usual casualties. As a remedy to the collection of gases in volume (emanating how they may), from cavities in the new workings, or accumulations from the old, I should beg to suggest the early destruction of the gas, before it shall have assumed any degree of importance in volume, by applying the continuous action of properly directed and regularly-conducted VOLTAIC SUSTAINING BATTERIES, of competent force. That it would be the business of the overseer to insure the discharge of all the gas in every part of the mine connected with that in which the men are actively employed. That the batteries should be placed, for safety, convenience, and facility of inspection, in a house on the surface, contiguous to the main shaft. That the conducting wires should be secured in wooden tubes or pipes, and the discharging points placed at the proper distance, near the roofs of the workings, to command the needful discharges at the period desired by the operator. That the separation of the cylinders of the batteries would secure their inaction when the men were at work, and the connexion of the cylinders should take place at the period when the manual operations in the mine were suspended. Thus the command of their use would always be at the discretion of the operator on the surface, and perfectly safe under the lock and key of the overseer, to whose charge they may be committed. I should propose that, after the ignition of the gases, the ventilation of the mine should be proceeded with, and be continuous, by means of exhausting pumps for withdrawing the deteriorated atmosphere, and injecting pumps for its replacement with fresh air, for the comfort and salubrity of the persons employed; and this might be effected at a very moderate expense, preventing (as I should hope) the chance of any future victims to this disastrous contingency.

I have the honour to be,

My Lords and Gentlemen,

Your very humble and obedient servant,

Cheltenham, Nov. 7.

JOHN HOWARD KYAN.

## IMPROVED SAFETY LAMP.

At this juncture, when our columns have so recently contained an account of the loss of thirty-four lives in a colliery at Whitehaven, by an explosion of fire-damp, and when we take into consideration the awful total of lives so suddenly and terrifically terminated in the course of a year by this dreadful agent, the following account of an improved safety lamp, constructed by that excellent practical chemist, and devoted advocate of the cause of science for the benefit of humanity, Mr. J. S. Fletcher, surgeon, of Bromsgrove, may not prove uninteresting. We have had the pleasure of inspecting this valuable lamp, which, if it does not possess all the magic virtues and unbounded powers of that far-famed one of Aladdin in the "Arabian Nights," is richly deserving the attention of the philanthropist and the curious in science. Mr. Fletcher was first stimulated to direct his inventive capacity in this line of research by considering that the feeble light obtained from "The Davy" is the principal cause of the reluctance of miners to use it, and is sometimes an absolute bar to its employment. Indeed, in many places its use is confined to the ascertaining the presence or absence of inflammatory gas, and is seldom or never brought into operation to light the miner at his dangerous toils. It has, moreover, been established, that if Davy's lamp be carried quickly along or exposed to a current of air, the flame is driven through the wire gauze sufficiently to cause an explosion, and danger also arises from the rapidity with which, when exposed to inflammable gas, the upper part becomes red hot and falls to pieces. In that of Mr. Fletcher these and other defects are obviated. Instead of a feeble light, there is the full power of a bull's eye and reflector. It is wholly protected from the effects of a lateral current of air, nor is there a possibility of any part of it becoming heated. By an ingenious contrivance, a powerful light is afforded so long as pure air is admitted, but on the admission of inflammable gas, the flame of the lamp is immediately extinguished, and thus the evil furnishes its own remedy. It somewhat resembles in ingenuity of contrivance, the breathing apparatus which nature has provided in animal life, by means of which, though we are allowed freely to respire pure air, yet, on the presence of noxious gasses, the admission of the impure medium is prevented. Another recommendation of Mr. Fletcher's lamp is the cheapness of its construction, which exceeds that of any other safety lamp now in use. With such a lamp as this at hand, affording a cheap, powerful, and above all, a perfectly safe light, it is anxiously to be desired that the miners, too often rendered reckless by their constant exposure to danger, will no longer use naked candles. We congratulate Mr. Fletcher on the happy termination of his experiments, which were originally set on foot in some fire-damp pits in Lancashire, where the idea which he has now so ably developed first occurred to him. If those destroyers of human life, falsely designated heroes and conquerors, receive their meed of applause, what triumph shall be reserved for the friend of science, whose object is not to destroy but to save?—*Worcester Chronicle.*—[Mr. Fletcher, is the son of Dr. Fletcher, of Chesterfield.]

MINING AND MINERS.—The total ignorance of almost everything relating to the sciences of geology and mineralogy, and, above all, of chemistry, in the conductors of mines and their agents, is not only matter of regret, but, it can hardly be doubted, is also the cause of much loss to the adventurers in mines, to the lords of the soil, and to the buyers of the ore. If a spirit of inquiry had existed, which some knowledge of these sciences could not have failed to produce, much cobalt would not have been thrown away upon the heaps of Dolcoath, and some other mines; nor would the roads in Wheal Sparrow have been mistaken for cobalt; nor would the roads have been mended with copper ore; nor would the ponderous ore which contained silver, in Herland mine, have been left to the chance that discovered its value; nor would many miners, in opposition to the known principles and properties of mineral bodies, believe even to this day, in the regeneration of metals. While in France and Germany there are national institutions for the education of those intended to conduct the working of mines in the three important branches of science above alluded to, and which are so intimately connected with their occupation, in this country all is left to accident; and the rich gifts which nature has bestowed upon us, are consequently often neglected, or lavishly thrown away.—*Geological Transactions.*

CARRIAGE OF POST LETTERS BY RAILROADS.—We have seen a copy of a letter from the Postmaster-General to the secretary of the Grand Junction Railway Company, complaining of the inconvenience to which the public have been exposed by the delay of the mail trains, and requiring the company to take steps for the insuring greater punctuality in the arrival of the carriages. We understand the Postmaster-General went by that railroad a short time since, and ascertained from his own observation that many of the engines were not of sufficient power to draw the trains to which they were attached.—*Hertford Reformer.*



## PUBLIC COMPANIES.

## MEETINGS.

**SOUTH-EASTERN RAILWAY COMPANY.**  
The GENERAL HALF-YEARLY MEETING of the proprietors will be held at the office of the company, No. 10, Coleman-street, London, on Friday, the 30th day of November, 1888, at One o'clock in the afternoon precisely; at which meeting it will be proposed to confirm and ratify a certain resolution of the directors of the said company, bearing date the 30th day of July last, declaring forfeited all shares on which the CALL of FIVE POUNDS per share, due on the 15th day of January, 1887, had not then, or since that date, been paid.

T. W. TYNDALE, Chairman.  
J. S. YEATS, Secretary.

Railway-office, 10, Coleman-street, November 1, 1888.

**SOUTH-EASTERN RAILWAY COMPANY.**—Notice is hereby given, that the TRANSFER BOOKS of this company will be CLOSED on Tuesday, the 20th instant, and will remain closed until Friday, the 30th day of November last.  
By order of the directors,  
J. S. YEATS, Secretary.

**ST. JOHN DEL REY MINING COMPANY.**—A SPECIAL HALF-YEARLY GENERAL MEETING of the proprietors of this company will be held at the company's office on Friday, the 30th inst., at Two o'clock precisely.  
GEORGE D. KEOGH, Secretary.  
8, Tokenhouse-yard, Nov. 12.

**TRELEIGH CONSOLIDATED MINING COMPANY.**  
Notice is hereby given, that the Annual General Meeting is further ADJOURNED to Wednesday, the 28th inst., on which day it will be held at the office of the company, at One o'clock precisely. The Election of Directors is also POSTPONED to that day, and applications of Candidates for the office will be received till within fourteen days of the Meeting.  
ROWLAND NICHOLSON, Sec.  
23, Threadneedle-street, Nov. 1, 1888.

## CALLS.

**GREAT NORTH OF ENGLAND RAILWAY.—EIGHTH CALL OF SEVEN POUNDS per Share,** making the total amount called for £30 per Share.—The Directors of the Great North of England Railway Company hereby give notice that a CALL OF SEVEN POUNDS per SHARE on each of the Shares in the said Company has been made this day, which is to be paid on or before Saturday, the 1st day of December, now next ensuing, to the credit of Joseph Pease, Junr., Esq., M.P., the company's treasurer, at any of the following bankers, viz.:—  
London—Messrs. Drexell and Fowler.  
Liverpool—The Commercial Bank of Liverpool.  
York—The York City and County Banking Company.  
Newcastle, Shields, and Sunderland—The Northumberland and Durham District Banking Company.  
Durham, Darlington, Stockton, Thirsk, Northallerton, Bishop Auckland, and Barnard Castle—Messrs. Backhouse and Co., or their agents; or the amount may be remitted through any country banker to Messrs. Drexell and Fowler, as above.  
Interest at 5 per cent. will be charged on all instalments not paid at the time appointed.  
By order,  
FRANCIS MEWBURN, Clerk to the Company.  
Great North of England Railway-Office, Darlington, Oct. 30.

**BAHIA STEAM NAVIGATION COMPANY.**—Notice is hereby given, that all shares in this company upon which the Third Instalment of Two Pounds per share, due on the 29th September, shall remain unpaid on Saturday, the 24th instant, will be declared absolutely FORFEITED.  
By order of the board of directors,  
G. H. HEPPEL, Secretary.  
Lombard-street Chambers, November 10.

**CORNWALL GREAT UNION MINES.**—Notice is hereby given, that, agreeably to the conditions and regulations of the company, a CALL is now made of TWENTY SHILLINGS per share, to be paid on or before the 15th day of December next, to Messrs. Masterman and Co., bankers, London; or to Sir B. Heywood, Bart., and Co., bankers, Manchester, on behalf of the committee.  
THOMAS CROSS, Manager.  
19, Clarence-street, Manchester, Nov. 9.

**TREWOLVAS MINING COMPANY.**—Notice is hereby given, that the directors have made a further CALL of ONE POUND per share of the capital stock of this company, which is required to be paid on or before the 30th day of November next, to Messrs. Williams, Deacon, and Co., Birchin-lane, Cornhill, or at the office of the company.  
By order of the directors,  
C. F. KIRKMAN, Secretary.  
12, Pancras-lane, 27th October.

**TYR GUNTER AND CEFN CWSE COLLIERY COMPANY.**  
GLAMORGANSHIRE.—The directors of this company hereby give notice, that, in accordance with Article No. 7 of the "Resolutions," agreed upon at a Meeting of the shareholders on the 24th day of November, 1887, a CALL of NINE POUNDS per share is made, to be paid in the London and Westminster Bank, Turnham-green, or to the account of the company, at the Bridgend Branch of the National Provincial Bank, on or before the 17th January next.  
2, St. Mildred's court, November 17.

## DIVIDENDS.

**SOUTH TOWAN, WHEAL LYDIA, AND ROSE ANN CONSOLIDATED MINES,** in St. Agnes and Illogan, Cornwall.—A DIVIDEND of FIVE SHILLINGS per share having been declared in this Mine, payable on or after the 15th of November instant, shareholders are respectfully informed, that they may receive the same at my office, in Truro, or at a banking-house, 30th day of November, or to the account of their option, by addressing a line, postage paid, to  
WILLIAM GEORGE SHERINGHAM, Secretary.  
Truro, November 6.

**LONDON ZINC WORKS AND ROLLING MILLS,** Wenlock-road, City-road.—These Works being complete in every department, dealers and consumers can be immediately supplied with all customary numbers of first-quality Malleable Sheet Zinc. Any extra size or number rolled to order on giving short notice. The attention of architects and builders is invited to  
Mr. P. STEINKELLER'S PATENT ZINC SLATES FOR ROOFING,  
particulars of which may be obtained on application to  
Office, No. 11, Finsbury-circus.  
JOHN BALL and Co., Agents.

**NORTH BRITISH INSURANCE COMPANY,**  
for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter. No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.  
Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P.  
Lieut.-General Robert Bell.  
Vice-Admiral Sir J. P. Beresford, Bart.  
The Right Hon. Henry Ellis.

Hon. Archibald Macdonald.  
The Rt. Hon. J. A. Stewart Mackenzie.  
James Mackillop, Esq.  
W. A. Mackinnon, Esq., M.P.  
George Trail, Esq.

Sir Peter Laurie, Ald., Chairman.  
Francis Warden, Esq., Dep.-Chairman.  
Robert Cockburn, Esq.  
Archibald Cockburn, Esq.  
John Connell, Esq.  
W. Petrie Craik, Esq.  
John Irvine Gienie, Esq.

Physician—John Webster, M.D., 55, Grosvenor-street.  
Solicitors—Messrs. Parkes and Webster, New Bowtell-court, Lincoln's Inn.

The advantages offered to the public by this corporation are—  
1. Ample security from their large capital.  
2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.  
3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.  
4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.  
5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.  
6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.  
7. Advances made on security of policies of more than three years' standing, to the extent of their value.  
8. A liberal price given for policies to parties wishing to surrender them.  
9. Persons re-ident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

## PREMIUMS.

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age.	For One Year.			For Seven Years.			For the whole Life, without Profits.			For the whole Life, with Profits.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 2 3	1 4 8	1 7 0	1 17 0	0 19 4	0 9 10	2 1 0	1 1 1	0 10 9			
30	1 7 3	1 9 6	2 6 6	1 14 0	0 12 2	0 6 11	1 6 1	0 13 8				
40	1 14 0	1 17 11	3 0 9	1 11 0	0 16 0	0 3 11	1 13 8	0 17 2				
50	2 10 0	2 13 8	4 3 3	2 3 3	1 2 2	0 7 11	2 5 10	1 2 4				
60	2 7 9	2 13 8	6 9 8	3 8 8	1 12 7	6 7 2	3 6 10	1 14 4				

## STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City, and Regent-street, London.  
CAPITAL—ONE MILLION.  
DIRECTORS.  
The Right Hon. The EARL OF CAVAN.  
Major-General Christopher Hodgson, E.I.C.  
W. Cory, Esq.  
William Davis, Esq.  
Lawrence Dorgan, Esq.  
William Gunston, Esq.  
J. Cuthbert Joyner, Esq.  
Henry Lawson, Esq.  
J. Barrett Lennard, Esq.  
W. J. Richardson, Esq.  
Frederick T. West, Esq.  
George Whitehead, Esq.

**LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.**  
Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
15	£ s. d. 0 19 4	£ s. d. 1 3 5	£ s. d. 1 7 11	£ s. d. 1 13 1	£ s. d. 1 18 10
25	£ s. d. 3 6 1	£ s. d. 2 10 2	£ s. d. 2 10 2	£ s. d. 2 10 2	£ s. d. 2 10 2
35	£ s. d. 1 10 4	£ s. d. 1 17 2	£ s. d. 2 3 6	£ s. d. 2 15 8	£ s. d. 3 8 4
45	£ s. d. 2 4 6	£ s. d. 2 14 8	£ s. d. 3 7 4	£ s. d. 4 3 6	£ s. d. 5 4 3

By order of the Board of Directors,  
W. WRIGHT, Secretary.

## PACIFIC STEAM NAVIGATION COMPANY.

(To be Incorporated by Royal Charter).  
Capital £250,000, in 5000 shares of £50 each.  
1000 shares to be reserved for appropriation in South America.

DIRECTORS.  
Captain Horatio T. Austin, R.N.  
George Brown, Esq.  
James Nugent Daniell, Esq.  
Fred. Beckford Long, Esq.  
J. Todd Naylor, Esq., Liverpool  
Charles Ruge Price, Esq.  
Hon. P. Campbell Scarlett.  
Robert Crichton Wyllie, Esq.  
Secretary—W. Parish Robertson, Esq.

BANKERS—Sir Charles Price, Bart., Martyn, Coleman, and Price.  
Solicitors—Messrs. J. and S. Pearce and Bolger.

The object of this company is to establish Steam Navigation along the shores of the Pacific, from Valparaiso (embracing all intermediate ports) to Panama; and, in conjunction with Her Majesty's Packets in the Atlantic, to promote a more rapid and regular communication with Europe, by the Isthmus of Darien.

The distance from Valparaiso to Panama is 2500 miles—the population is four millions—9000 persons travel annually along the coast. Land communication is difficult and often impracticable, while navigation by sailing vessels is always tedious and uncertain. These, with a bold and clear coast, numerous and always accessible harbours, light winds, calms, and a smooth sea, are circumstances so favourable to steam, that voyages sometimes occupying twenty-five days, will be reduced to forty or fifty hours.

Steam packets, which Her Majesty's Government is about to establish between England and the West Indies, will co-operate with those of the company. The voyage by Cape Horn to Lima, and that to Australia, both occupying at present four months, will then be reduced, the one to thirty, and the other to about sixty-five days.

The present undertaking has been sanctioned at public meetings of the Foreign and British merchants in Chili and Peru, presided over by our Consuls General, at the express desire of Her Majesty's Government, which will grant a Royal Charter to the company. The governments of Chili and Peru also, have granted it the privilege of exclusively navigating their coasts by steam (with exemption from port dues) for ten years.

A prospectus of the company, and all particulars, may be had at No. 5, Barge-yard, Bucklersbury, where applications for shares (if by letter, post paid) may be made to the secretary of the company.

## THE LONDON UNION, AND NORTH OF ENGLAND GENERAL SHIPPING COMPANY.

Capital £100,000, in 2000 shares of £50 each.—Deposit £5 per share.

DIRECTORS.  
William S. Potter, Esq.  
Adam Gordon, Esq.  
James Harrison, Esq.  
William Consett Wright, Esq.  
William Allen, Esq.

BANKERS—Messrs. Hankey, Fenchurch-street.  
MANAGER—Capt. Samuel Richmond.

In submitting this Company to the public, it will not be necessary to do more, than mention the great success which, for the last few years, has attended Companies of this description in the ports of Newcastle, Stockton, Hartlepool, and in Scotland, where the dividends have averaged from Fifteen to Twenty-five per cent. besides applying considerable sums to guarantee funds.

A deposit of £5 per share to be paid on allotment, and a further sum of £5 on the 10th of January, 1889. The remainder of the capital will be called for during the year 1889, of which three months' previous notice will be given for each payment, by instalments of £10 per share.

The capital stock will be laid out in the purchase, or building, of first class ships, to be employed in the Mediterranean, American, Baltic, and Coal Trades, or otherwise, as the directors may think fit.

A proper deed of settlement, for the security of the Company, will be prepared under the advice of counsel, for the signature of the shareholders, which will embody all usual and necessary regulations and provisions for the efficient management of the affairs of the Company, the protection of the shareholders, and which will also give the directors liberty to apply for a charter, or letters patent, in case they deem it expedient.

A considerable portion of the shares are taken. Application for the remainder to be made (if by letter, post paid) on or before the 10th of December next, to Mr. William Murray, solicitor, London-street, Fenchurch-street; or to Messrs. Miller and Potter, No. 29, Lower Thames-street, London; at whose offices, or at the Bankers, prospectuses and further information may be obtained.

## WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)  
Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.  
Philip Frith  
Jonathan Barrett  
Henry Aggs  
William Chippendale  
Joseph Sterry, Junr.  
Russell Jeffrey.  
AUDITORS—John Poulter, Henry Sterry.

MANAGERS IN CORNWALL—E. A. Cronch and W. Dymond, Penzance.  
BANKERS—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.

SOLICITOR AND SECRETARY.  
Frederick Bankart, 34, Clement's-lane, Lombard-street.

This Association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal participation of dividends to be received on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.

Confidential information respecting the property now held by the Association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by application to the directors, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.

It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies, who have the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately.

Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ores insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are continually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

## ROYAL INSTITUTION OF CORNWALL.—At the Annual General Meeting of the Members of this Institution, held on Tuesday, the 6th November instant.

Sir CHARLES LEMON, Bart., M.P., F.R.S., &c., President, in the Chair.

It was resolved,—That this meeting, under a deep sense of the importance of an Institution for affording to our Mining population the opportunity of acquiring mathematical and scientific instruction, holds with much satisfaction the liberal proposal of Sir Charles Lemon to establish and support for two years such an Institution; and authorises the council to afford every facility and accommodation which the premises and Museum of the Society may afford for the promotion of so important an object.

That the council be directed to correspond with those persons who may be willing to assist in obtaining an accurate statistical account of the county, and that the information obtained be from time to time published.

That a room be appropriated for the reception and exhibition of models and works of art, and that all reasonable facilities be given by the council for access of the public to them.

That the warm thanks of this meeting be offered to those persons who have so liberally contributed to the augmentation of the Museum, and especially to those gentlemen who have this day, and during the past year, favoured the Society with papers.

W. M. TWEEDY,  
C. BARHAM, M.D., Secretaries.

## EXTENSION OF THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL.

Capital already expended by the old shareholders £105,000  
Ditto now to be raised in New Shares of £25 each 75,000

Total Capital £180,000

CONDITIONS.

I.—The Act of Parliament will provide that no person shall be responsible beyond the amount of his shares.

II.—No deposit to be paid until the whole of the shares are taken.

III.—The Act will secure a priority in the division of the profits, to the amount of Five per Cent. per Annum, on the money paid by the new shareholders.

PROSPECTUS.

The Herefordshire and Gloucestershire Canal has been completed only from Gloucester to Ledbury—half its projected extent. The completed part, insufficiently supplied with water, and in consequence navigable two-thirds of the year only, runs through a country where a great part of the trade is diverted to the River Severn. Notwithstanding these unfavourable circumstances, the Company's present receipts amount to £1500 per annum.

Except by the present imperfect navigation, the county of Hereford is totally without the means of communication by Canal, with the River Severn; and Ledbury itself is situated on the borders of the county.

It is proposed to extend the Canal from Ledbury to Hereford, according to the original intentions of the Company, incorporated by Acts of Parliament of the 31st and 33rd Geo. III., and to obtain an abundant supply of water to the summit level. A regular Canal communication with the River Severn, and thence with the principal Canals and Navigations of the kingdom, will then be afforded to the towns of Newent, Ledbury, and the City of Hereford; all of which places are situated on the line of the Canal. The towns of Leominster and Bromyard, although not on the line of the Canal, will participate in the facilities of carriage it will produce; and a great extent of country will possess the advantages of cheap and regular water conveyance. These facts show that the trade of the Canal would be very extensive, and, if well considered, will thoroughly bear out the statement of annual income below given.

A survey of the River Lug has been made, which proves that a communication from the Herefordshire and Gloucestershire Canal with the Leominster Canal may be easily effected. This communication forms no part of the extension now proposed, but there is no doubt it would speedily follow upon the completion of the Canal to Hereford; and, at the lowest calculation, an additional revenue of £7000 per annum would be gained by the proprietors of the Herefordshire and Gloucestershire Canal.

The capital now proposed to be raised for finishing the Canal, from its present termination at Ledbury to the intended Basin at Hereford, is £75,000. The completed part is sixteen and a half miles long, the intended extension will measure seventeen and three-quarters miles—making a total distance, from the Severn to Hereford, of thirty-four and one-quarter miles. The capital proposed for a communication between Hereford and Gloucester, by Railway, was £500,000. Railway conveyance is preferable for passengers and light goods which require dispatch, and will bear high rates of carriage. But the carriage of this country consists principally of those heavy commodities, in the removal of which the saving of expense is of more importance than the saving of time; and for those commodities Canal conveyance is decidedly the cheapest.

By a statement of the annual income of the Canal when completed (founded on the trade of the Canal in its present state, un navigable one-third of the year), it appears that there would be a revenue of not less than £8452 11s. 2d. The following statement will show that the undertaking offers advantages, not only as an undeniable investment, but that the shareholders may calculate on a much greater return than 5 per cent. per annum.

INCOME.

Imports and Exports of Hereford:

Timber, corn, cider, poles, lath, hurdles, fruit, hops, wool, charcoal, salt, slate, tiles, deals, and other building materials, &c.—25,000 tons, at 2d. per ton per mile 6,500 0 0

Coal, 7000 tons, at 2s. 6d. per ton 875 0 0

Goods now carried by common stage waggon, and by barges on the River Wye, viz., sugar and other articles of grocery, iron and ironmongery, Manchester goods, furniture, pottery, glass, cheese, &c.—4000 tons, at 2d. per ton per mile 1,133 6 8

Imports and Exports of the country between Ledbury and Hereford:

Articles of the same kind as mentioned above—20,000 tons, at 2d. per ton per mile for the average distance 4,000 0 0

Income of the canal between Ledbury and Gloucester at present £1500; with a regular supply of water this income will increase to 3,000 0 0

Total income 15,750 0 0

Deduct annual expenses 1,800 0 0

Nett annual revenue £13,950 0 0

It is needless to dwell on the advantages of canal conveyance, those advantages being universally allowed; and it is a matter of surprise that the Herefordshire and Gloucestershire Canal should, for upwards of forty years, have remained in an unfinished state, especially when it is borne in mind it connects with the Severn at Gloucester, and consequently with the Worcester and Birmingham Canal, the Staffordshire Canal, and the Stroud and Thames and Severn Canals, and the river Thames; in short, with almost every canal and navigation in the kingdom.

In anticipating the revenue of the Herefordshire and Gloucestershire Canal, the increasing population and wealth of the county of Hereford should not be overlooked, nor the augmentation of traffic occasioned by cheap carriage. It is generally acknowledged that the proposed extension will be of great public utility; if that be the case, it follows that there would be a revenue in proportion to the use made of the canal by the public. When these circumstances are fairly considered, it cannot be denied that the advantages held out to the new shareholders, are in this prospectus much underrated. Add to those advantages the probability—it might be said, certainty—of a communication being made with the Herefordshire and Gloucestershire and the Leominster Canals, and a further revenue will be occasioned of £7000 per annum. The share list already contains the names of Sir R. Price, Bart., M.P., E. T. Foley, Esq., M.P., K. Hoskins, Esq., M.P., General Sir J. K. Money, Bart., Rev. K. E. Money, John Johnstone, Esq., the Mayor of Hereford; and also of many of the most respectable inhabitants of the city and county. Lists may be seen on application to Mr. H. Edy, solicitor, Ledbury; Mr. B. Ballard, Canal Office, Ledbury; Mr. Thomas Smith, solicitor, Gloucester; and Messrs. Bodenham, solicitors, Hereford.

Ledbury, 29th October, 1838.

At a PUBLIC MEETING of the INHABITANTS of the CITY of HEREFORD, and of the surrounding Neighbourhood, held at the Guildhall, in the said City, on Monday, the 29th day of October, 1838, pursuant to a Requisition for that purpose, JONATHAN ELLIOTT GOUGH, Esq., Mayor, in the chair,

Resolved, on the motion of John Johnstone, Esq., seconded by Sir James Kyrie Money, Bart.,

That the inland situation of the County of Hereford renders it most essential to its inhabitants to obtain a cheap and ready mode of conveyance for the numerous productions of its soil to the best markets, and for the import of goods and merchandise to this City and the surrounding neighbourhood.

Resolved, on the motion of Higford Burr, Esq., seconded by Mr. Alderman Davis,

That this Meeting is of opinion that the completion of the Canal from Ledbury to Hereford affords the best means of securing the object alluded to in the first Resolution, and will be of the greatest possible advantage to the City and County of Hereford, and of general benefit to the neighbouring counties.

Resolved, on the motion of the Rev. K. E. Money, seconded by



**GREAT NORTH OF ENGLAND RAILWAY.**—The directors of this company, in conformity with a resolution of the last Half-Yearly General Meeting of proprietors, hereby give notice that they are ready to RECEIVE TENDERS for LOANS, in sums not less than £500, to be secured by the company's bonds, for any term not exceeding five years nor less than three years. Interest to be paid half-yearly, at the rate of 5 per cent. per annum.

Tenders to be addressed to the secretary of the company, as below, from whom further information may be obtained; or from H. Patison, Esq., the company's London agent, at his office, 13, George-street, Mansion-house, London.

By order, J. MILLER, Secretary.

Great North of England Railway Office, Darlington, October 18, 1839.

#### MEETINGS OF SCIENTIFIC BODIES. IN THE LUNING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOOR.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Linnean	Soho-square	Tuesday	8 P.M.
London Electrical	Adelphi-street	Tuesday	7 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Geological	5, Somerset House	Wednesday	8 P.M.
S. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Naturalist Society	Somerset House	Thursday	7 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.

#### SOCIETY OF ARTS.

Nov. 19.—Accounts and Miscellaneous Matters, at half-past seven, on a reference to consider and report to the Society what course should be adopted with reference to the office of collector, vacant by the recent death of Mr. Chater.

Nov. 20.—Correspondence and Papers, at eight, on the Volume of Transactions, and other matters.

Nov. 21.—Meeting of the Society, at eight. ARTHUR AIKIN, Secretary.

#### SCIENTIFIC SOCIETY.

Nov. 22.—On the South Wales Coal District, with specimens [communication]—H. Marlow.

Nov. 29.—On the Mining District of St. Austell, with specimens [communication]—C. Mitchell.

Dec. 3.—Experimental Evening Meeting.—Committee to investigate the durability of materials employed for building purposes. C. MOXON, Secretary.

#### PUBLIC COMPANIES.

##### MEETINGS.

London and Southampton Railway	City of London Tavern	Nov. 20	2 P.M.
Thames Valley Iron Company	7, Lawrence Pountney-hill	21	1 P.M.
Reversionary Interest Society	17, King's Arms-yard	27	12 P.M.
Trelegh Consols Mining Company	Office of the Company	28	1 P.M.
South Eastern Railway	10, Coleman-street	30	1 P.M.
St. John del Rey Mining Company	8, Tokenhouse-yard	30	2 P.M.
Hungerford Market Company	Villiers-street, Strand	30	1 P.M.
St. John del Rey Mining Company	Office, 8, Tokenhouse-yard	30	2 P.M.
London Joint-Stock Bank	Princes-st., Mansion-house	Dec. 1	11 P.M.
Grand Junction Canal	Crown and Anchor Tavern	4	11 P.M.
Grand Junction Water works	Brook-street	13	12 P.M.
British and Foreign Banking Company	32, Lombard-street	16	1 P.M.

##### CALLS.

London Parcels Delivery Company	54	Nov. 18	1 P.M.
Trevelyan Mining Company	16	20	1 P.M.
British Silver Lead & Copper Co.	11	23	1 P.M.
Gen. Reversionary & Investment	104	28	1 P.M.
Cambrian Iron and Spelter Co.	24	Dec. 1	1 P.M.
Great North of England	74	1	1 P.M.
National Reversionary Investment	24	10	1 P.M.
Cornwall Great United Mines	15	15	1 P.M.
Birm., Bristol, & Thames Junction	35	19	1 P.M.
Trevelyan Mining Company	28	26	1 P.M.
Ty. Gunter & Cefn Cwse Colliery	94	17	1 P.M.

##### DIVIDENDS.

Australian Agricultural	2 per share	12, King's Arms-yard	8
Promoter Life Assurance	5 per cent.	9, Chatham place	16
Anti Dry-rot Company	2 per share	2, Lime-street-square	30
National Cognac Brandy Distillery	5 per cent.	King-st., Snow-hill	30
Argus Life Assurance	5 per cent.	89, Throgmorton-st.	—

#### NOTICES TO CORRESPONDENTS.

Our notice of the "North Midland Railway," in the MINING JOURNAL of last week, was quoted from the "North Derbyshire Chronicle," but we since find that it appeared originally in the "Derbyshire Courier."

CAR BRANCA COMPANY.—We should recommend "A Constant Reader" to apply at the office of the company, where, doubtless, he will obtain the required information, and also learn when another meeting is intended to be called.

The report of the Annual Meeting of the Royal Institution of Cornwall will appear in the next Number of the MINING REVIEW.

## THE MINING JOURNAL, And Commercial Gazette.

LONDON, NOVEMBER 17, 1839.

The spirit of scientific research was never so actively employed as at the present time, nor directed into such numerous and useful channels as we now find it. The desire to cultivate a closer acquaintance with natural philosophy in all its branches, and to add to the vast stock of existing knowledge, is not now confined to the Metropolis, or to those well-known Societies which are concentrated within its limits; on the contrary, we find local Associations for the same objects are being gradually established in all our chief provincial towns. The great fields of science are thus being effectually subdivided into smaller compartments, each of which is most assiduously cultivated by those inquirers who possess the greatest local facilities for the task they are respectively engaged in.

As examples of provincial Philosophical Societies, we need only name the Geological Society of Cornwall, the Natural History Societies of Worcester and Newcastle, the Yorkshire Philosophical Society, and the similar Association at Manchester, although many others might be enumerated; and if proof be required of their value, and the results they are capable of affording, it will at once be found in the highly valuable Reports and Transactions which have from time to time been published, many of which contain great positive additions to our knowledge on particular branches of science.

Among those subjects which may be most successfully cultivated by provincial societies, it is evident that Geology holds a distinguished place—local investigations being of greater importance in this science than most others, while many of them are of such a nature as to demand the long-continued and patient attention of residents on the spot. Rich as our country is in geological phenomena of every description, and more especially in mineral treasures, the establishment of provincial societies for the cultivation of geological science cannot fail to be of essential service, as we have already found to be the case in Cornwall; and we could wish to see an Association of the kind introduced into every great mining field in the kingdom, which is capable of affording it adequate support.

The above remarks have been suggested by perusing a letter lately forwarded us from Manchester, announcing the establishment of a Geological Society in that town, the objects of which, as described in the resolutions, "shall be to investigate the mineral structure and organic remains of the earth; to inquire into the statistics and machinery of mining; to collect books, sections, maps, models, and mining records; to publish the transactions of the society, with suitable illustrations, and to form a Museum, to be gratuitously open to the public." Situated as Manchester is, upon one of the largest coal-fields in the country, and one which,

notwithstanding its immense extent, and the importance arising from its supplying the fuel whereon almost the entire cotton trade of the kingdom rests, is yet perhaps less perfectly known and explored than any other, it is satisfactory to find that a society is at length established, with an express view to collect information on this and similar subjects. We find, indeed, in the first resolution of the "preliminary meeting, that the importance of the mineral structure of the surrounding district" is made a leading object in the establishment of the new Association, which is to be entitled "The Manchester Geological Society," and commences its career with Lord Francis Egerton as President.

Our Correspondent informs us that there are already about two hundred subscribers, and a continual accession to the number, as it is expected to be one of the first societies in Manchester, and will extend its operations to the three counties of Lancashire, Cheshire, and Derbyshire (though principally the former), in all of which coal, iron, lead, salt, and other minerals are found in abundance.

It will thus be seen that the "Manchester Geological Society" has originated from the growing desire which now prevails in every part of the country to promote the objects of scientific research, and more especially those connected with the mines and mineral productions to which Great Britain owes so much both of her commercial and political greatness. Commenced with this feeling, and having the advantage of many similar associations long since established, as models for its imitation, we have no doubt that the Manchester Geological Society will in a few years rank high among our provincial associations, and do honour to the wealthy and enterprising town in which it is located. It gives us pleasure to observe that one of the resolutions of the preliminary meeting had for its object an appropriate mark of respect to that distinguished philosopher, Dr. DALTON, who was elected the first honorary member of the Society.

The districts to which the attention of the society will chiefly be confined, are, it is well known, scarcely inferior to any in the kingdom, either as regards their extent or their mineral wealth, and certainly are second to none when we take into consideration the immense manufactures to which this mineral wealth has given rise. The illustration of this valuable tract, on a scale commensurate with its national importance, will evidently form a leading object with the Manchester Geological Society, nor could its attention be directed to a more important object, or one which will more amply repay the labour bestowed upon it.

The want which has long been felt of adequate instruction for persons intended for the profession of Civil Engineer, does not appear likely to be of much longer continuance; we glanced last week at the steps which have lately been taken to remove this deficiency by several of our Collegiate Institutions, and an outline is now before us of a "School for Civil Engineers" on a very extensive scale, which it appears has been projected by private enterprise. Time has not allowed us to enter into the plan at any length on the present occasion, nor does it appear to be yet sufficiently matured for any extended notice on our part. When further report of its progress can be furnished, we shall, however, feel pleasure in giving it attention, and directing public notice to the advantages which it may hold out.

The numerous cases in which companies, or rather what were styled such by their concoctors, have succeeded in duping the public by a plausible prospectus, and a list of highly respectable, or, in some cases, highly distinguished names, must be familiar to our readers; but a more shameful imposition of the kind was, in all probability, never practised, certainly never came to our knowledge, than has lately been detailed in the proceedings of the Insolvent Debtors' Court, as will be seen in another part of our columns.

The concern we allude to was most inappropriately termed "The London Equitable Loan Company"—a name intended, we presume, by the concoctors as an admirable joke upon the real character of the scheme, which appears throughout to have been founded upon fraud and delusion. The proceedings are so fully detailed in another place, that there can be no necessity for our going at length into them here. It will have been seen by the police reports of the day, that the Duke of WELLINGTON's name was set down as "patron," as might be well imagined, "without the knowledge or sanction of that illustrious person," who, in fact, had nothing whatever to do with the company. It appears also that the Bank of England had been put down in the prospectus "as a mere matter of form;" and that after a few months' existence the fraudulent concern was wound up, to the total loss of all parties connected with it. We do hope that warnings of this kind will put the public thoroughly upon their guard against future mushroom schemes, and that none will risk their money without a strict inquiry into the character of the parties who are to be entrusted with it.

#### THE FUNDS

CITY, FRIDAY EVENING.

Consols closed at 94½ for money and time. Three per Cent. Red. Ann. 93½. The Three-and-a-Half per Cent. ditto 100½. The New Three-and-a-Half per Cent. 101½. Bank Stock 204 money. India Stock 261. The premium upon Exchequer Bills 68 70, and on India Bonds 63 65.

Spanish Bonds, with the May Coupons, 17½. Portuguese New Five per Cent. 31½, and the Three per Cent. ditto 20½. Colombian Bonds, Six per Cent., 24½ 25, and Mexican Six per Cent. 23½. Danish Bonds 73½ 74½. Dutch Stock 54½, and the Old Five 100½. French Five per Cent. Rentes 110f. 25c. 110f., with the Exchange at 25f. 50c.

Great Western Railway shares 13½ pm. Brighton 2½ dis. Blackwall 1½ dis. Birmingham 82 pm., and the ditto Quarter Shares 24 pm. Southampton New Shares 20 pm. Croydon 3½ dis., and the New Shares 1½ pm.—Colonial Bank Shares 2½ pm.; ditto Scrip 3 pm. London Joint Stock Bank 3½; and Union Bank of Australia 5 pm.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM AUG. 21 TO NOV. 16, INCLUSIVE:—			
LIABILITIES.		ASSETS.	
Circulation	£18,900,000	Securities	£21,171,000
Deposits	8,949,000	Bullion	9,330,000
	£27,849,000		£30,501,000

Downing-street, Nov. 15.

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94½; Exchequer Bills, 68 70 premium; East India Bonds, 63 65 premium; Dutch Five per Cents., 100½; Ditto Two-and-a-Half per Cents., 54½; Portuguese Five per Cents. 31½; Ditto Three per Cents. 20½. — Railways:—Brighton, 2½ dis.; Great Western, 13 14 premium; London and Birmingham, 81 83 premium, New, 23½ 24½ premium; Southampton, 44 45 per share; New, 19½ 20½ prem.; York and North Midland, par to 1 pm.

LONDON, Nov. 16.—Copper continues firm. Tin, after the late purchases in the foreign market, is without much animation. Lead is somewhat lower. Spelter continues in active demand.

COPPER ORES.—There was no sale on Thursday last, at Redruth. The particulars of the sales of copper ore at Swansea, and of black tin at Treloweth, will be found in the usual place, on the 15th page.

BIRMINGHAM SHARE MARKET.—The following are the only quotations which it is necessary to make this week:—Birmingham and Midland Bank, 33f.—London and Birmingham Railway, 173f.; ditto, quarter shares, 29f. 10s.; Great Western, 78f. 10s.; Birmingham and Derby, 31f.; Birmingham and Gloucester, 14f. 10s.; Midland Counties, 29f.; London and Southampton, 45f. 10s.; ditto, new shares, 35f. 10s.; London and Greenwich, 16f. 17s. 6d.; London and Brighton, 8f. 10s.—Old Birmingham Canal (dividend 10f.), 222f.; Birmingham and Liverpool Junction, 25f. 10s.; Worcester and Birmingham, 70f.—Birmingham Fire Office, 480f.

THE IRON TRADE.—The demand for iron during the past week has been very brisk. Large quantities have been exported, and the hardware trade generally being good, the price has remained very firm. No alteration upwards is looked for at present.—*Midland Counties Herald*.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin and bullion from the port of London to foreign ports for the week ending the 10th inst., is as follows:—845 oz. of gold bars to Hamburg; 300 oz. of gold coin to South Australia; 15,419 oz. of silver bars to Madras; 15,000 oz. of silver coin to Rotterdam; 8446 oz. to the West Indies; 5000 oz. to Hamburg; and 3223 oz. to South Australia.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 10th to the 16th inst., was 25,556, producing (including creek and footpath) 598f. 14s. 7d.

#### NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

#### PACIFIC STEAM NAVIGATION COMPANY.

Capital £250,000, in 5000 shares of £50 each.

One Thousand shares reserved for appropriation in South America.

This important company promises to constitute a new era in the history of British enterprise. The plan originated with Mr. William Wheelwright, a gentleman who, for several years past, has been unremitting in his efforts to organise the preliminary measures which have resulted in the establishment of the company. A line of steam-boats is to be established along the shores and ports of the Pacific, between which the communication is now greatly impeded by the cost, the time, and the difficulty of navigation. The British Government, fully alive to the importance of this project, has already granted a charter to a steam-boat company for this navigation; and the states of Chili and Peru have likewise testified to the importance of the plan, by granting to Mr. Wheelwright a ten years' monopoly of steam navigation generally open to the coasting-trade. The merchants of Baltimore have signed a memorial to the President of the United States, urging that a regular line of packets ought to be established from some American port to Chagres, on the isthmus of Panama, to facilitate the speedy transmission of intelligence to and from the Pacific; and should the suggestion be favourably received by the American Government, the realisation of the plan would give increased activity to the operations of the Pacific Steam Navigation Company. There is no difficulty in crossing the isthmus of Panama. Mr. Wheelwright states that the journey from the Pacific to the Atlantic is effected in eighteen hours, the return occupying two days. A plan has been made for a railroad (about thirty-five miles, according to the map) from Panama to the junction of the rivers Trinidad and Chagres, whence the port of Chagres is only distant ten miles, and by which route the whole journey could be performed in a few hours. It is in connexion with the line of steam packets about to be established by Government between England and our West Indian Colonies, that the Pacific Steam Navigation Company contemplate the carrying out of their plans. By the arrangements contemplated, the period of the communication between Great Britain and the western coasts of America will be reduced two-thirds at least—that is, from nearly four months to six weeks; and the merchant will receive the proceeds for his goods four or five months earlier than he could have done before, and will have, moreover, the advantage of knowing what goods to send, by the frequency of advices from his correspondents in the foreign markets. Even now the commerce between the ports of the western American coast seems sufficient in itself to warrant the establishment of a steam-boat line. When the isthmus shall be (virtually) no more, a glance at the map is sufficient to show how the western American coast will rise into importance, from the immense increase of intercourse which the removal of the present barrier will necessarily cause. It opens to us a direct road to China, New Holland, Van Diemen's Land; the islands of the Pacific will be brought within two months' less distance from England than they are at present, when to reach them our ships are obliged to make the dangerous passage round Cape Horn; and we may look, too, to find Jamaica (according to a reasonable speculation of Mr. Wheelwright) once more the entrepôt of supplies for the northern ports of the Pacific, and enabled, to a great extent, to resume that lucrative trade by which her prosperity was formerly so much promoted. Mr. Wheelwright brings forward the testimony of Captain Fitzroy, of her Majesty's Navy, in support of the practicability of his plan. In reply to questions addressed to him on the subject by Mr. Wheelwright, Captain Fitzroy says, that the vast saving of time it will effect, in communicating with Chili and Peru, cannot fail to cause a vast augmentation of trade, as well as a material improvement in the state of those countries, besides opening to Great Britain a new and more rapid route to our important colonies in New Holland and Van Diemen's Land. There is no doubt whatever (he adds) of the existence of coal in abundance at various places on the western coast of South America, of a quality sufficiently good to make it available for steam vessels.

VICTORIA IRON WORKS, LOWER EBBW VALE.—At these works we are informed that one furnace was blown in on the 11th September, and another on the 29th; and that a furnace was blown out on the 11th of November, of the present year.

COAL IN FRANCE.—A society has opened a subscription at Rouen for the purpose of making researches throughout the department of the Seine-Inferieure for coal, it being expected that several extensive formations of anthracite sufficient to repay the expense of working may be met with.

BIRMINGHAM CANAL NAVIGATION.—The mileage tolls on a number of articles will be reduced from and after the 15th December, to one penny per ton per mile.

JOINT-STOCK BANKS.—MEETING OF DELEGATES.—By the inquiries addressed to us from various joint-stock banks, we learn that the intended meeting of delegates on the 21st inst. has caused a considerable sensation throughout the country. A letter from James Marshall, Esq., as the senior member of the committee of deputies appointed in 1836, states that the committee will then make a report of their past exertions. The committee of the Joint-Stock Banking Club will also assist in the preliminary arrangements. A number of members of Parliament, and other public characters have been invited to attend, and it is expected that the proceedings will possess unusual interest, and be productive of great advantage to the joint-stock banks. The business of the meeting will be confined strictly to the object for which it is called, and in no degree will it be allowed to assume a party or political complexion.



## MINING CORRESPONDENCE.

## ENGLISH MINES.

## GWINNEAR MINING COMPANY.

Nov. 10.—In the thirty fathom level east the ground is hard, with very little tin. In the stopes, in the bottom of the twenty fathom level, the lode is two feet wide, producing little tin. The stopes in the bottom of the ten fathom level are suspended. We have set another pitch in the bottom of the ten fathom level to two men, at 12s. in 17. The tributers consider they are getting wages; I hope they may, as it will prove the means of inducing other men to work on tribute.

C. H. RICHARDS.

## ST. HILARY MINING COMPANY.

Nov. 10.—In the engine-shaft the lode is two feet wide, ore throughout. In the seventy fathom level west the lode is one foot wide, ore throughout. In the seventy fathom level east the lode is fifteen inches wide, with good stones of ore. In the sixty fathom level east the lode is eighteen inches wide, ore throughout; this end has improved the two last days. I shall see more of the lode next week, and I hope to report favourably. In the winze in the bottom of the sixty fathom level the lode is eighteen inches wide, producing one ton of ore per fathom. In the rise in the back of the fifty fathom level the lode is eight inches wide, with good stones of ore. The pitches are looking tolerably well.

C. H. RICHARDS.

## TINCROFT MINING COMPANY.

Nov. 7.—Since my last report no particular alteration has taken place in either the tribute or tute work departments; at any rate, I am clear to say that nothing has in any way retrograded, therefore our prospects may still be considered good.

WILLIAM PAUL.

## BRITISH TIN MINING COMPANY.

St. Austell, Nov. 12.—The ground is not quite so hard. J. BRAY.

## TAMAR SILVER LEAD MINING COMPANY.

Nov. 12.—In the engine-shaft sinking under the 135 fathom level the lode is about one foot wide, producing a little ore. Going south, at the 135 fathom level, the lode is the same as last reported. In the 105 fathom level going south, the lode is one foot wide, and ore. Driving south, at the ninety-five fathom level, the lode is producing silver lead ore, and about one foot in width. In extending the eighty-five fathom level south we have a rich lode, three feet wide, and yielding excellent work. In the seventy-five fathom level driving south, the lode is about one foot and a half wide, producing good work. Our sampling on Monday next will be about the same quantity as last (fifty-six tons).

MARK JAMES.

## EAST WHEAL STRAWBERRY MINING COMPANY.

Nov. 12.—The men in the new engine-shaft have sunk in the past week about four feet of ground, but having still an elvan-course in it, causes it to be rather spare. At the twenty-four fathom cross-cut north, towards the said shaft, the ground continues to be moderate for driving; the lode in the west end continues much as last reported. At the thirty-five fathom east end the lode is still large, and productive of tin. The lode in the west end keeps up pretty much the appearance as to lead us to expect an improvement. At Boundary the lode in the eleven fathom level, west end, is still in a disordered state, with a mixture of killas. At the twenty-three fathom level we have been driving north of the present end, in order to prove the Great Stopes level, but finding such a mixture of lode and killas, leads us to think that the principal part of it is still further north, as the water is issuing strong from the cross-course which we are now driving on.

FRANCIS EVANS.

## WEST WHEAL JEWEL MINING ASSOCIATION.

Guennap, Nov. 12.—In Buckingham's engine-shaft, sinking perpendicularly below the ten fathom level, the ground is speedy. We shall be ready very shortly to rise against it or sink in the bottom, and thus expedite this very important job. The forty-two south, on Hodge's cross-course, ground improved for driving. The ten fathom level east, on Cornish's lode, about six inches wide, composed of black ores. The tributers pitches are looking well, and the men apparently getting liberal wages. Wilkinson's engine-shaft is looking more promising than ever we have seen it before, having broken from here to-day about two cwt. of ores, of excellent quality; the lode is about two feet wide, composed of good gossan, intermixed with green oxide, and black and grey ore. The deep adit west, on the Great Gossan lode, is about two feet wide, composed of spar, peach, and fine stones of yellow ores. This lode improves as it approaches Wilkinson's shaft, which is very encouraging.

M. WILLIAMS.

## PERRAN CONSOLIDATED MINING COMPANY.

Nov. 10.—The ground in the fifteen fathom level cross-cut, driving north of Windus's engine-shaft, towards Anthony's lode, has not proved altogether so soft as we anticipated, which has somewhat retarded our progress. We have driven thirteen fathoms, and calculate we have two fathoms more to drive to cut the lode—the appearance of the ground is by no means objectionable; on the contrary, we think highly favourable of the sort of strata we are passing through, and by the end of the present month we have no doubt of intersecting the lode. At this level also we are driving south through a pretty channel of ground, for the purpose of cutting Mudge's and another lode, which we have discovered since my last report, at a depth of about four fathoms from surface. It is situated only from two to three fathoms south of Mudge's lode, producing rich specimens of lead ore, in a soft white spar, gossan, &c. (for two feet wide), and, according to our opinion, it has enhanced very much the value of this new part of our mines. We have two pitches working at about four fathoms deep from surface, the recent rains having prevented their working at the former depth of five fathoms. The tributers we consider will get wages, one 4l. 10s., and the other 5l. per ton. We considered it advisable to begin at once to sink Windus's engine-shaft again below the fifteen fathom level, and have sent a party of six men there to work accordingly. We have just commenced dressing the ore, having fixed some part of the necessary apparatus, floors, &c., and calculate we have at the surface to dress about sixteen tons. In the south adit cross-cut we have not been able to proceed of late but slowly, for want of more air. We have driven upwards of ninety fathoms from shaft, and our aim has been to cut the lode before sinking a new shaft, but there cannot be but very trifling more to drive before meeting with the object in that part. At Rose we are driving the fourteen fathom level under the adit (which is seven fathoms deep from surface), on the lode of elvan, and has now a promising appearance, and producing some stones of tin.

R. ROWE.

## REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Nov. 12.—Johnson's flat-rod engine-shaft is sunk 3 fms. 5 ft. 5 in. below the sixty fathom level; the ground is favourable, and if it continues, we shall make rapid progress in sinking, and hope to complete the said shaft to the seventy fathom level by the end of January next. In the north end, at the sixty fathom level, the lode continues much the same as stated in my last, viz., six inches big, and rich for silver lead ores. Going south the lode is small and unproductive. East, on Johnson's lode, at this level, the lode has greatly increased in size, being now about three to four feet in width, which is chiefly composed of capel, spar, and killas, with some good stones of tin. Driving north, at the fifty fathom level, the lode is about six inches big, yielding a little lead ore. The lode in the winze, sinking below the thirty fathom level, has much the appearance as hitherto. At the north mine, in driving east at the twenty fathom level, the lode is from four to six inches in width, composed of spar, jack, and spots of copper ore; respecting the tribute department nothing new can be reported. The two parcels of silver lead ore, sampled on the 18th ult., were sold on the 6th inst., as follows:—G. Bartley, Esq., No. 1, 19 tons 4 cwt. 3 qrs., at 15l. 5s. per 21 cwt. dry weight. B. Somers, Esq., No. 2, 20 tons 2 cwt., at 2l. 11s. 6d. per 21 cwt. dry weight.

SAMUEL HARPUR.

## HOLMBUSH MINING COMPANY.

Calstock, Nov. 12.—The ground in the cross-course driving north, at the 100 fathom level, continues much as hitherto, and are making regular progress towards the lode. In driving west, at the eighty fathom level, the lode is much as stated in my last, worth about 8l. per fathom. In driving west, at the seventy fathom level, the lode has somewhat improved the last week, worth at present about two tons per fathom. The lode in the winze sinking below this level is fifteen inches wide, worth about one ton per fathom. In driving west, at the seventy fathom level, on Flap-jack lode, we see but little alteration; the lode continues of a similar composition as reported last. In driving west, at the sixty-two fathom level, no alteration worthy of remark—men employed chiefly desuing the lode. The lode in the rise, and stopes at the back of this level, is still very productive, and will yield from three to four tons per fathom. In driving west, at the fifty-two fathom level, the lode is eighteen inches wide, worth about two tons per fathom. The lode in the stopes, at the back of this level, is still a good course of ore, in quality much as stated in my last, worth from 40l. to 50l. per fathom. In driving west, at the forty fathom level, we find the lode to continue very good; is two feet and a half in width, and worth about six tons per fathom. Since our last monthly setting we have set two men to drive west, in the thirty-five fathom level, but have not as yet explored any part of the lode. Our tribute pitches continue to look favourable.

F. PHILLIPS.

## ENGLISH MINING COMPANY.

Great St. George, Nov. 13.—Of the state of our mines I have nothing new to communicate, the tributers having been constantly engaged since the setting in preparing their ores for sampling. It may not, however, be uninteresting to hear that Callaway's lode, at the thirty fathom level east of engine-shaft, is in quite as good a condition as when last reported; it is in fact looking remarkably well. We sample to-day, at Great St. George, 522 tons, at Wheal Leisure 142, and at Wheal Prudence 82 tons of ore.

H. HUMPHRIES.

## UNITED HILLS MINING COMPANY.

Nov. 13.—Twenty-five Fathom Level.—In driving west the lode is two feet wide, producing some good stones of ore. Thirty-five Fathom Level.—The lode in this winze is two feet six inches wide, worth but little ore. The lode in the stopes, in bottom of this level, is three feet wide, very good for ore. Adit Level.—In this end the lode is two feet wide—poor: the stopes in the back of this level are from three to four feet wide, very good for ore. Ten Fathom Level.—In the east end of this level the lode is four feet wide, two feet of which is producing ore of a fair quality. Twenty-seven Fathom Level.—The winze is three feet wide, and poor. Eastern Shaft (thirty fathom level).—The lode is two feet wide, very good for ore. Thirty-six Fathom Level.—No alteration. Forty Fathom Level.—In driving east from the Old Diagonal shaft the lode is five feet wide, two of which is ore of a fair quality. In each of the ends driving east and west of Williams's shaft, the lode is three feet wide, eighteen inches very good for ore. C. PENROSE.

## CORNUBIAN MINE.

Chiverton, Nov. 13.—Our sumpmen have not cut the lode at the forty fathom level as yet, but I expect it will be in a few days. Our sixteen fathom level has got very near the western shaft, and we expect to hole it in a day or two. In our twenty-four fathom level west the lode appears to be cut out by a slide, but a good lode still in the back. In the back of the twenty-four fathom level east, on Chiverton lode, we have still a good branch of lead in the rise, and also in the winze sinking on the rise. We have still branches of lead in the twenty-four fathom level, on the west caunter. At the thirty-two fathom level west the lode looks kindly, with a small portion of lead in it. There is a very good lode in the winze sinking from the eight to the sixteen, at the west part of the mine. We have now dressed twenty-four tons of lead and thirteen tons undressed, and we hope to get ready, by Saturday next, thirty tons for sale.

JOHN BORLASE.

## WEST CORNWALL MINING COMPANY.

Wheal Elizabeth Mine, Nov. 13.—I beg to give you the report of our mine to-day. There has not been any particular alterations in the mine since I gave the last report. The lode in the thirty-three fathom level is looking very kindly, and there is a very kindly lode in the winze sinking from the twenty to the thirty-three fathom level. We have one level driven north, at the thirty-three fathom, on the course of the lode, and a cross-cut at the same level, driven west to cut the western lodes. There are three large lead lodes in about twelve or fourteen fathoms further west than our present lode that we are working upon. We want four men more than what we have got to drive the south end on the course of the lode, to open ground for the tributers to work. If we could have another pair of men we should raise a great deal more ore in a little time. We shall sample sixteen tons of lead on Saturday next, and ten tons of copper on Wednesday next. I expect we shall see the lode at the forty-three fathom in about a fortnight.

JOHN TREGOWETH.

## HARMONY AND MONTAGUE MINING COMPANY.

The following are extracts from the two last letters received by the directors from Mr. John Leah, the resident purser of the mines:—

Nov. 8.—In the eleven fathom level east the lode is large, producing a small quantity of ore. West, large and poor. In the thirty fathom level east the Great South lode is producing good stones of ore. West, good for ore, and improved. Forty-four fathom east, large and promising. West of great cross-cut from engine-shaft, in Allen's or Luke's rise, eight inches wide up and down the end, producing one and a half to two tons per fathom. Fifty-four fathom east, one and a half to two feet wide, producing good stones of ore, communicating to Cross Cubert lode—the lodes still run parallel. West, fifteen inches wide, good stones of ore. The lode to the north of the Great South lode is good for ore, particularly the pitch in the back, and the pitches throughout the mine are generally looking well. The Cross Cubert lode, in the back of the seven fathom level, has greatly improved, and we have now a lode of solid ore which will deliver about four tons per fathom, worth 12l. per ton. We sampled, on the 5th of November, 190 tons of ore from Harmony, and 16 tons from Cardew—together 206 tons, which is the produce of three weeks' and one day's actual working up to the 18th of October. In the sixty fathom cross-cut, north of Williams's, we last night touched a lode, but have not yet cleared sufficient ground to break down any of it. Since we have had the materials from Great Crinnis we have dropped below the fifty fathom level at Cardew; the engine is in regular course of working, and we are in for to about five fathoms under the fifty fathom level. The lode in the winze, in the bottom of the adit, presents a decidedly improved appearance.

Nov. 11.—Adit level, south of Cross Cubert lode, is about four inches, producing ore of superior quality. The lode east of Walker's is about six inches wide, and good for ore. The pitches at this level are looking well. In the twenty fathom level east of Williams's, the lode is about four inches wide, producing ore of rich quality. In the thirty fathom level south of Walker's, or new lode, the western end has taken horse, and we have set men to drive south-west to cut through the lode, which is large, and producing good stones of ore. In the thirty fathom level east of Walker's, on Cross Cubert, the lode is small and poor. In the forty-four fathom east, in Great South lode, the lode is large, and producing good stones of ore. Forty-four fathom, on a lode south of Great South lode, the lode is about fifteen inches wide, and producing good stones of ore. In the run in the back the lode is one foot wide, and good for ore both in back and end. In the forty-four fathom west, in Cross Cubert lode, the lode is six inches wide, very good for ore, producing about one ton per fathom. Fifty-four fathom level, Great South lode, large, and producing good stones of ore; this, and Cross Cubert lode eastward, have found a junction at this level. Fifty-four fathom, on a lode south of Great South lode; this lode is about eighteen inches wide, with a very promising appearance. In fifty-four fathom level west of middle cross-course, in Roscrow's lode, the lode is about eighteen inches wide—four inches rich for ore. In the sixty fathom cross-cut south of Williams's we have cut a tin lode, but cannot say much about it, as we have not cut through it. In the sixty fathom cross-cut, south of Rutter's lode, the ground is hard; we have about two fathoms more to drive to get under Walker's shaft. We are preparing to drop to seventy-four fathom level—the pitches in the mine are generally looking well. The water in Montague is clear within one foot of the forty-four fathom level. The water at Cardew is in for below the fifty fathom level, which we have set down to-day. In Harmony we have got before us more ore in sight than at any former period. Water is very easy with us now, at six strokes per minute.

C. F. KIRKMAN.

## EAST CORNWALL MINING ASSOCIATION.—[From a Correspondent].

—In pursuance of the verdicts obtained and confirmed by the judgment of the Court of Exchequer on the 26th April last, the East Cornwall Mining Association were, in the month of July last, legally put into possession of the Beacon mine, their property, which our readers will recollect they were forcibly dispossessed of by a Mr. Alderson. On Friday week he made another attempt to induce the Court to grant him a new trial, but which the judges unanimously refused—thus their verdict stands undisturbed. We understand that works for the development of its resources have been commenced, and report speaks highly favourable of the indications; indeed, many circumstances, especially the number of lodes and the richness of the tin already discovered, give strong reason to believe that it will soon prove a truly valuable mine for the adventurers.

THE FORFARSHIRE.—The body of an unfortunate individual was cast ashore on Monday, at Newton-by-the-Sea, dressed in a black surtout coat, double-breasted vest, and his linen marked J. M. L. On his person was found a gold watch, maker's name Benjamin Webb, London, No. 6421, a silver guard chain, two gold seals, the impression on one of them the same as on the linen; in his pockets were found three sovereigns, two half sovereigns, 1s. 6d. in silver, a silver pencil case, and some keys. He appeared to have stood about six feet high, finely proportioned, and is supposed to be one of the sufferers in the wreck of the *Forfarshire*. *Edinburgh paper*.—The body of our respected and lamented townsman who was drowned in the *Forfarshire* has been washed on shore near Newton-by-the-Sea. The body was in such a state of decomposition as rendered it advisable to deposit it immediately in the burial-ground at Embleton. The marking, however, on the linen, the engraving on the seals, &c., leave no room for doubting its identity. *Glasgow Chronicle*.

STEAM-BOATS.—The following letter has been received by the Lord Provost of Glasgow, from the Hon. Fox Maule, Under Secretary of State:—

"My Lord,—I am directed by Lord John Russell to acknowledge the receipt of your lordship's letter of the 26th of October, forwarding a memorial from the Parliamentary trustees for improving the navigation of the river Clyde, and enlarging the harbour of Glasgow; and I am to inform your lordship that the recent accidents to steam-boats have been viewed with much concern by Lord John Russell, and he will carefully consider what measures are best calculated to prevent a recurrence of such calamities.

"I have the honour to be, my Lord,  
"Your Lordship's obedient servant,  
"The Lord Provost of Glasgow."

ENGLISH MACHINERY IN FRANCE.—The French Government, after encouraging the exportation of English machinery to that country, is now most rigidly enforcing the duty of 35 per cent. upon it. This has induced a number of smugglers to endeavour to carry in bobbins and frames; and several of these gentry, the most celebrated in their nefarious traffic, have been heavy losers by their late trips, the machinery having been seized by wholesale by the Custom-house officers. *Nottingham Journal*.

## RAILWAY INTELLIGENCE.

LONDON AND BIRMINGHAM RAILWAY.—This company, as will be perceived from the notice in another column, now carry van goods, in addition to coach parcels, between London, Coventry, Birmingham, Liverpool, and Manchester. The rates, and other requisite information appear in the advertisement.

GREAT WESTERN RAILWAY.—Very little progress was made in the works of this railway last week, near Reading, owing to the head gong (as workmen call the contractors) having given up. The company's bridge across the Thames at Maidenhead has also again given way.

GLASGOW, PAISLEY, KILMARNOCK, AND Ayr RAILWAY.—We are enabled to state, for the satisfaction of the public who are interested in this national undertaking, that Mr. Miller, the engineer, who has been ordered to advertise the Dalry contract without delay, and to furnish the property plans for that and the remaining portion of the line between Johnston and Dalry, to enable the agents to issue the requisite notices to the proprietors, so as to put the whole of the thorough line into the contractor's hands with the least possible delay. From this arrangement and the circumstance of that part of the line being of comparatively easy execution, the whole will be ready to open together, as soon as the line from Glasgow to Paisley is finished, which the contractors are bound to complete by the 1st of April, 1840. The fifteen miles from Ayr to Kilwinning will be completed and open next summer. *Ayr Advertiser*.

SHEFFIELD AND ROTHERHAM RAILWAY.—Since the opening of the railway, great numbers have availed themselves of the opportunity to enjoy expeditious travelling. From the favourable advantages as respects the levels of this railway, the distance between Sheffield and Rotherham may, when the embankments have settled down to their natural solid state, be passed over in perfect safety in the short space of seven or eight minutes. The trains are announced to leave the stations every hour: a number of trips amounting to eighteen from each station. This is something like doing business.

FALL OF ARCHES ON THE MANCHESTER AND LEEDS RAILWAY, WAKEFIELD.—Last Thursday week an accident, attended with loss of life, happened in Kirkgate, in Wakefield. As a waggon, laden with rubbish, was passing over the line of brick arches adjoining the western end of the viaduct, two of them gave way with an instantaneous and tremendous crash. Nine men and a boy (who was driving the horse attached to the waggon) fell with the ruins, and one man, James Williams, was seriously crushed: as to leave but faint hopes of his recovery. He was immediately taken to his lodgings, where he was attended by Mr. Rowlandson, surgeon; he lingered until half-past twelve o'clock, when he died. Another man was much injured, but there are strong hopes of his speedy recovery. Most of the others were more or less bruised; the boy escaped unhurt. The horse had his back broken, and it was found necessary to kill it. It is apparent that the adjacent arches have sustained such a shake as to render the utmost caution necessary in approaching them.

PENRITH AND CARLISLE RAILWAY.—We are glad to hear that the amount of between 20,000l. and 30,000l. have been taken at Penrith and its vicinity, within the last few days, in this highly popular project, and that the Earl of Lonsdale has subscribed for 100, and expressed his wish to give every support and encouragement to the undertaking. *Carlisle Patriot*.

PROGRESS OF THE BRISTOL AND EXETER RAILWAY.—The public will be pleased to hear that this undertaking is fast progressing to Bristol to Bridgewater, and will, it is expected, be completed to the town by Christmas, 1839. The line will form one of the most interesting in the kingdom, the land being nearly upon a level the whole way, and consequently, will have no high embankments, or deep cuttings to contend with, which are so unsightly on most of the railroads. We are credibly informed that the land throughout the extensive manor of Banwell, which the line passes, has been all agreed for, and so judiciously arranged by those who were entrusted with the management on the part of the company, that no objection has been raised by the landowners, who the entire arrangement on their parts in the hands of an influential gentleman in the neighbourhood, who has so studied their respective convenience in the severance of their estates, that not a single piece of land left unappropriated, but which is either sold to, or exchanged with, the landowners whose property it adjoins. If this principle were followed in other parishes, we should hear of little dissatisfaction, or witness many small plots and corners of valuable fields left, as if they were owned or valueless, which is too apparent on other lines over which have travelled. *Bristol Journal*.

LONDON AND SALISBURY RAILWAY.—A public meeting was held at Salisbury on Tuesday week, to take into consideration the propriety of endeavouring to obtain a bill next session to form a railway communication between Salisbury and London, by means of a branch line to join London and Southampton Railway. W. B. Brodie, Esq., M.P., called to the chair. Mr. Giles, the engineer of the London and Southampton line, stated, that after a most careful survey of the country through which the line must pass, he had come to the conclusion that a course exactly similar to that proposed for the South Western line was the best that could be selected. This line would render the whole railway direct to London. By joining the Southampton line at Worting, it would be only fifty miles from London, instead of joining it at Hook near Winchester, at a distance of sixty miles, yet while the whole distance might be shortened to a trifling extent, a much greater length of new way would have to be constructed from Salisbury than under the present plan, which would confine the distance of the new line required to be made to twenty-two and a half miles. The entire distance from Salisbury to London would be about eighty-three miles, being little more than at present. As far as West Dean the line is in a direct course to Southampton, thus rendering it an easy task to continue the branch direct to that town, if it should be deemed advisable to do so at a future period. Resolutions were unanimously adopted, declaring the desirability of making a railroad to join the London and Southampton line at Hook, and a local committee was appointed for carrying out this object.

St. PETERSBURG, Oct. 19.—An Odessa journal says:—"We have received from Marienpol the important news that the person sent by Count Woronzow to look for coals has discovered a very rich stratum of coals in the mountain of Soukhia Yalta, 80 wersts from Marienpol, 180 wersts from Alexandrousk. This coal proves to be perfectly adapted to the use of steam-boats, and the discovery may be considered as very important." *Journal de St. Petersburg*.

BIRMINGHAM RAILWAY.—There are only two coaches now running to Birmingham from London, which will be put down in a few days, consequence of the railway directors having purchased up the interests of the individuals to whom they belonged. In order to prevent the jobbing of the railroad monopolists, several public-spirited individuals have determined to put three of Stafford's patent safety coaches on that road immediately, and we hope they may succeed, despite their tyrannical opponents. The Worcester mail has been again put on the road, in consequence of the uncertainty of railroad travelling. *Worcester Herald*.

TOLLS.—At a meeting of the trustees of the Workshop Road, on Monday last, at Chesterfield, the tolls were let at an advance of 102l. more than last year.—The tolls on the Matlock Road were let the same day at an advance of 52l. more than the preceding year; this improvement owing to extra business chiefly occasioned by the North Midland Railway. *North Derbyshire Chronicle*.—The tolls of the Bromsgrove and Birmingham Turnpike roads were let, last week, at an advance of 764l. their previous record of 1851l.—showing considerable diversion of traffic from other routes to meet the London and Liverpool Railways.

In a coal mine in the environs of Charleroy it was recently found necessary to empty the waters of a new fosse into an abandoned fosse, taking away the plug which retained them. As the workmen shrunk from undertaking so perilous an operation, the director of the coal mine promised a reward of 6000f. to any individual who would accomplish it in a speedy manner.—He descended into the fosse with a thick cable around his body, and took with him four dogs trained for the purpose. On reaching the bottom of the fosse, he attached to the plug a cord which the dogs were held fast. He then gave a signal that had been agreed on to his comrades to drag him up from the fosse, and on ascending rapidly called his dogs. The latter, by the efforts which they made to follow their master, removed the plug, and the water immediately rushed with the greatest impetuosity into the abandoned fosse. The plug of the dogs were taken out alive, but the fourth was drowned. The industrious workman received the promised reward. *French paper*.



## JOINT-STOCK BANKING IN FRANCE.

The result of the first year's operations of the Lafitte Joint-Stock Bank of Paris have recently been published, after a general meeting of the shareholders, to whom they were exhibited. As this is the first institution of the kind, if not in France, at least in Paris, excepting the Bank of France, which, properly speaking, is a state establishment, its progress will be followed with some interest. It appears that the general movement of business, comprising receipts and payments, amounts in gross for the year to 510,000,000f., or about 20,400,000l., spread over the year in the following proportions:—The 1st quarter, 49,595,000f.; 2d quarter, 127,000f.; 3d quarter, 158,760,000f.; 4th quarter, 199,565,000f. The circulation of "credit notes" (*billets de crédit*), or promissory paper bearing interest, and after date, was also progressing, though not so extensively as seemed in the first instance to be calculated. That of the first quarter is not given, and is said to have been insignificant; that of the second quarter, ending in March, was 5,784,000f.; of the third quarter, ending with June, 9,186,000f.; and that of the fourth quarter, ending with September, 14,153,000f. Under these circumstances, the attainment of a paper circulation during the first year of 560,000f. is an important item in the progress of joint-stock bank paper money in France. This amount is independent of a smaller amount of paper in circulation not bearing interest at three months, on various dates after sight, issued for special occasions, of which the sum was only 504,000f. It is stated, that of the whole of the notes thus in circulation, about one-third consisted of notes payable at fifteen and thirty days' sight, whilst the disposable active capital of the bank on the 30th of September in bills and securities and in specie exceeded 28,500,000f. It is intimated that a considerable extension of the "credit note" circulation might be anticipated from the measures in progress to render them negotiable or receivable in every place of any consideration in France. At present they were current only at Paris, and the object was to make them generally available in the departments. The number of accounts opened at the Lafitte Bank had increased from 1728 in March to 2420 in Sept.; of which there were at Paris 1448, in the departments 807, abroad 165.

## ANGLO-BELGIAN BANK.

The general impression is that money is abundant and easy to be obtained upon the proposition of securities anything like tangible. It would appear, however, in the opinion of many persons, that the contrary was the case, since banks are springing up daily with the professed object of making money more plentiful, or rather of making paper accommodation more abundant. Among other projects for this end one has made its appearance, but in very private circulation at present, for the formation of an "Anglo-Belgian Bank," the prospectus of which presents a highly coloured description of the wonderful fertility and commercial resources of Belgium, and more particularly of its trading progress since the revolution there. In this there may be considerable truth, but certainly with respect to the wants of that country it has not been generally supposed that a deficiency of capital was the chief. It has, on the reverse, been taken that money was so easy that the principal part of the loans raised for the public service has actually been subscribed in the country itself, which may be taken as a proof that there is no scarcity of capital seeking for beneficial investment. For enterprises of every sort, such as railroads, mines, manufactures, insurance and loan companies, it is confessed that there is no want of spirit and money among the people, and the prospectus itself gives a list of those established since 1833, which have absorbed capital to the extent of above 10,000,000l., an amount which will excite surprise even in this country, where speculations of the same kind are carried on upon so large a scale. Exclusive of other concerns, there exist in Belgium two powerful monied institutions, one of which, the *Société Générale*, possesses a capital stock of nearly 4,500,000l., and the other, the *Banque de Belgique*, of 20,000,000l., or about 800,000l., all paid up. It is stated, indeed, that the accommodation rendered by these concerns to the trading interests is inconveniently narrowed, because they "limit their discounts to bills which have three well-known signatures, and are at short dates;" but it should be remembered that the directors ought to be the best judges of the course of business, and of the extent which is safe as well as profitable. They have a direct interest in making the most profit that is consistent with prudence, and therefore, if long paper discounts are declined, the presumption should be that the benefit is not considered equal to cover the risk. They decline also, one of them at least, to advance by way of loan, or to make advances upon bonds, which must appear to be a commendable prudence, where there is a paper circulation to be provided for "payable to bearer in specie."

It is mentioned, moreover, that besides these two institutions, there are between 300 and 400 private bankers, which, for a country like Belgium of 4,000,000 inhabitants, seem to be a proportion of money-dealers quite adequate to its agricultural and commercial exigencies. The joint capital of these is estimated not to exceed 20,000,000 francs, but it is clear that such a calculation must be founded on very loose data, and ought not at all to be relied upon. In addition to the usual business of bankers, the Anglo-Belgian Bank proposes to make advances upon "investments in the public funds of Belgium, England, France, and other countries." Besides the circulation of promissory bank paper payable on demand, the bank is to issue "deposit receipts" bearing interest, with a view, of course, to attract small depositors. The shareholders, it is stated, without any qualification, and as it would seem, not subject to any contingency of deficient profits or absolute losses, are to "receive 5 per cent. per annum upon the sums paid up," besides a dividend. It will be seen from this sketch that the system of operations proposed is, to say the least, of a very questionable character, and such as will be scarcely compatible with a sound money business. But, after all, it is by no means established that there is any deficiency of capital, public or private, in Belgium, for all the purposes of traffic and speculation. The rates of interest current are not high, and the dividends of 8 to 10 per cent. noted as being paid by the two establishments referred to, which have been in operation several years of prosperous times, can be no criterion on which to found a certainty of similar results—results which, after all, cannot be looked on perhaps as sufficiently brilliant to compensate the risk which should always be taken into account of embarking in joint-stock banking speculations in a foreign country, where the property and the management can from the nature of things be so little under the control or supervision of shareholders here. It is sufficiently difficult to check paper money dealing on the spot, but far off it must, of course, be next to impracticable.

## SCOTCH BANKS.

The strength and prosperity of the great banking establishments of Scotland may be judged of by the prices which the shares in these institutions bear at the present time:—

The 100l. shares of the Bank of Scotland are quoted at....	£193 0 0
The 100l. shares of the Royal Bank of Scotland at .....	162 0 0
The 100l. shares of the British Linen Company at .....	240 0 0
The 100l. shares of the Commercial Bank of Scotland at....	177 0 0
The 10l. shares of the National Bank of Scotland at.....	16 8 0
The 50l. shares of the Glasgow Union Bank at .....	85 0 0
The 40l. shares of the Western Bank of Scotland at .....	59 0 0
The 5l. shares of the North of Scotland at .....	7 6 0
The 7l. 10s. shares of the Clydesdale Banking Company at..	9 17 6
The 5l. shares of the Southern Bank of Scotland at.....	5 15 0
The 5l. shares of the Eastern Bank of Scotland at .....	6 10 0

ACCIDENT AT A COAL PIT.—On Monday, Abraham Rothwell, a coal miner, of Shaw, Crompton, aged 53 years, was accidentally killed in the coal pit of Messrs. Milne, Travis, and Co., at Broadbent Moss, Oldham, by a fall from a wagon ascending the main shaft. The unfortunate man has left a family.—*Manchester Guardian*.

IMPORTANT DISCOVERY.—An extensive formation of Cornish clay has been lately discovered in the department of the Drome. This earth, a kind of kaolin, or decomposed felspar, was believed to exist only in Cornwall; and from its being one of the principal ingredients in the fabrication of English porcelain, has long been a desideratum in France. A company has been raised for the working of this formation, which promises to be very productive.—*Paris paper*.

THE THAMES TUNNEL.—This great undertaking is now progressing very rapidly; 810 feet are completed, leaving 110 to low water-mark on the Middlesex side. The entire length of the tunnel will be 1300 feet, and the sectional area of the excavation is 850 feet, being 22 feet 6 inches in height, and 38 feet in breadth.

## GOLD AND SILVER.

Foreign Gold in Bars (standard) .....	£3 17 10½
Foreign Gold in Coin, Spanish Doubloons .....	0 0 0
New Dollars .....	0 0 0
Silver in Bars (standard) .....	0 4 11½

## PRICES OF MATERIALS IN CORNWALL.

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	5 & 6	7 & 8	5 & 6	7 & 8
Common iron, per cwt. ....	10s 0d	9s 6d	10s 0d	9s 6d
Half-inch square ditto, and five-eighths .....	11 0 0	10 6 0	11 0 0	10 6 0
Best tough whelm chain .....	30 0 0	30 0 0	30 0 0	30 0 0
Boiler plates .....	14 6 0	14 6 0	14 6 0	14 6 0
Hoop iron .....	14 6 0	14 6 0	14 6 0	14 6 0
Nail rods .....	12 0 0	12 0 0	12 0 0	12 0 0
Miners' shovels .....	16 0 0	16 0 0	16 0 0	16 0 0
Charcoal iron .....	31 0 0	31 0 0	31 0 0	31 0 0
Gunpowder, per 100 lbs. ....	38 0 0	38 0 0	38 0 0	38 0 0
Leather, per lb. ....	2 0 0	2 0 0	2 0 0	2 0 0
Coal, per ton, at quay .....	14 0 0	14 0 0	14 0 0	14 0 0
Candles, per dozen lbs. ....	5 8s 5d	5 8s 5d	5 8s 5d	5 8s 5d
Tallow, per cwt. ....	7 5 0	7 5 0	7 5 0	7 5 0
Ropes .....	36 0 0	36 0 0	36 0 0	36 0 0
Flat ropes .....	38 0 0	38 0 0	38 0 0	38 0 0
White yarn, per lb. ....	0 4 0	0 4 0	0 4 0	0 4 0
White rope .....	0 4 0	0 4 0	0 4 0	0 4 0
Brass-wire sieves, each .....	4 4 0	4 4 0	4 4 0	4 4 0

\*. The figures at the top of the columns refer to months—as 7 July, 8 Aug., &c.

## PURCHASES OF COPPER ORES AT SWANSEA, OCTOBER 31.

Purchaser.	Mine.	Tons.	Total.	Price.	Each parcel.	Total Amount.
1. GRENPELL & CO.	Lackamore .....	47	18 16 6	£ s. d.	£ s. d.	£ s. d.
	Drwysced .....	29	13 12 0	6 17 10 6		
	Coquimbo .....	45	17 1 6	495 3 6		
	Valparaiso .....	29	3 19 6	79 10 0		
	Llanberis .....	20	164			2604 7 0
2. SIMS, WILLIAMS, & CO.	Tyngwyn .....	96	11 19 0	1147 4 0		
	Chili .....	12	16 6 0	195 12 0		
	Ballygahan .....	14	4 1 0	58 1 0		
	Llanidno .....	49	10 19 6	537 15 6		
	Simuea Dyllan .....	7	2 2 0	259 16 0		
3. VIVIAN & SONS.	Knockmahon .....	63	8 16 0	554 8 0		
	Ballymurtagh .....	57	3 4 0	182 8 0		
	Chili .....	19	3 0 0	57 0 0		
	Ballygahan .....	100	15 7 0	1535 0 0		
	Drwysced .....	14	16 6 0	195 12 0		
	Aberllyn .....	23	4 1 0	58 1 0		
	Ballygahan .....	18	2 13 0	47 14 6		
	Aberllyn .....	8	0 10 0	4 0 0		
4. WILLIAMS, FOSTER & CO.	Allihies .....	95	9 0 0	655 0 0		
	Chili .....	90	9 1 0	814 10 0		
	Knockmahon .....	80	8 11 0	684 9 0		
	Ballymurtagh .....	76	8 15 0	657 8 0		
	Chili .....	36	9 7 0	337 10 0		
	Knockmahon .....	29	8 13 0	250 17 0		
	Ballymurtagh .....	138	10 3 6	1404 3 0		
	Chili .....	95	9 19 0	955 4 0		
	Ballymurtagh .....	48	10 15 6	517 4 0		
	Chili .....	39	4 9 6	174 10 6		
	Ballymurtagh .....	81	3 5 0	286 0 0		
	Chili .....	55	3 11 0	287 1 0		
	Cobre .....	19	2 15 6	192 12 6		
	Chili .....	19	3 0 0	57 0 0		
	Cobre .....	84	24 10 6	2660 2 0		
	Chili .....	76	18 7 0	1394 12 0		
	Valparaiso .....	13	32 17 6	427 7 6		
	Valparaiso .....	90	20 18 0	1881 0 0		
	Tigrony .....	21	2 1 0	182 8 0		
	Ballygahan .....	53	2 10 0	132 16 0		
	Ballygahan .....	38	1 19 0	74 2 0		
	Ballygahan .....	14	1 15 0	33 5 0		
5. VIGORS and Co.	Cobre .....	70	18 6 0	1282 15 0		
	Copapo .....	94	17 6 0	1626 4 0		
	Chili .....	90	17 15 0	1597 10 0		
	Chili .....	30	16 15 6	503 5 0		
		284				5009 14 0
		2464				27592 7 0

## SALE OF BLACK TIN.

Sampled November 9, and sold at Trevelth, on the 13th, 1838.

Mine.	Tons.	Total.	Price.	Amount.	Total Amount.	Purchaser.
St. Ives Consols ..	15	46 2 6	£ s. d.	£ s. d.	£ s. d.	Williams.
.....	13	45 7 6	691 17 6			
.....	10	45 5 0	599 17 6			
Boscawell .....	31	50 10 0	1565 10 0			Batten & Son.
.....	34	45 10 0	159 5 0			Williams.
Charlestown U.M. ..	21	48 5 0	434 5 0			Bolthos & Co.
.....	21	47 0 0	987 0 0			
Great Work .....	27	53 0 0	1431 0 0			Grenfell & Co.
Wheat Mary .....	25	46 10 0	1162 10 0			Daubuz & Co.
Wheat Reeth .....	14	47 0 0	658 0 0			Batten & Son.
.....	32	43 5 0	162 3 0			Williams.
.....	14	39 10 0	79 0 0			
.....	14	43 15 0	54 13 9			
Marazion .....	10	46 10 0	465 0 0			Bolthos & Co.
.....	44	45 12 6	205 6 3			Williams.
.....	14	15 0 0	22 10 0			Batten & Son.
Carzize Consols ..	10	49 5 0	492 10 0			Williams.
.....	10	45 7 6	90 15 0			Daubuz & Co.
Balleswidan .....	10	47 7 6	473 15 0			Bissee Bridge.
Wheat Darlington ..	9	46 7 6	417 7 6			Williams.
Balnoon .....	7	50 5 0	351 15 0			Grenfell.
	2294		19946 11 3			

## SALE OF COPPER ORES AT SWANSEA, Sampled Oct. 24, and sold at Swansea, Nov. 14.

Mine.	Tons.	Produce.	Stand.	Price.	Mine.	Tons.	Produce.	Stand.	Price.
Chili .....	101	195	964	16 15	Knockmahon ..	37	104	1024	8 10 0
ditto .....	79	16	984	13 9	ditto .....	32	104	105	8 10 0
ditto .....	63	164	984	13 15	ditto .....	14	94	1044	7 13 0
ditto .....	60	173	97	14 19	Norway .....	130	104	1024	8 14 6
ditto .....	25	363	93	31 9	Ballymurtagh ..	69	44	127	3 3 0
ditto .....	101	202	962	17 12	ditto .....	40	44	120	3 12 0
ditto .....	85	204	964	17 9	ditto .....	12	44	116	3 7 0
ditto .....	61	572	912	32 8	Valparaiso .....	110	26	94	22 3 6
ditto .....	10	18	964	15 2	Coquimbo .....	100	17	98	14 8 6
ditto .....	80	24	942	20 9	Tigrony .....	59	34	133	2 8 0
ditto .....	4	5	1104	3 14	ditto .....	23	64	1134	4 17 0
Knockmahon .....	120	104	1044	8 6	Connoree .....	71	38	1264	2 8 0
ditto .....	90	124	1024	10 3	[precip.] .....	8	47	882	38 10 6
ditto .....	76	61	1124	4 16	Ballygahan .....	59	5	1024	3 14 6
ditto .....	64	142	99	12 7	Allihies .....	55	114	1034	9 8 0
ditto .....	64	118	102	9 12	Llandegai .....	9	112	102	9 14 6
ditto .....	62	104	1012	8 16	ditto .....	7	124	1014	10 6 6
ditto .....	39	58	1154	4 5	Tyngwyn .....	13	34	934	29 8 6

## TOTAL PRODUCE.

Copper ores for sale December the 5th.—Chili 98, ditto 95, ditto 55, ditto 83, ditto 89, ditto 20, ditto 95—Cobre 95, ditto 87, ditto 38—Copapo 120—Coquimbo 91—Cuba 84—Valparaiso 68—Lackamore 48—Hulme Slag 20—Warton Crag 4, ditto 2—Total 1135 tons.

## SALE OF COPPER ORES AT TRURO.

No sale took place on Thursday last.  
Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Treavener, 1009; Havelock, 578; Consolidated Mines, 524; Hallenbeagle, 463; Fowey Consols, 408; Cook's Kitchen, 311; Wheal Union, 290; Poldice, 225; W. Harmony and Cardew, 207; Great Wheal Charlton, 145; Carrack and Wheal Maiden, 143; Godolphin, 128; South Caradon, 91.—Total 4533.

## PRICES OF SHARES AT LIVERPOOL.

Liverp. & Manch. Railway 100 204 0 0	Leicester & Swanning. do. 50 74 10 0
Ditto Quarters .....	London and Southampton 50 49 0 0
Ditto New Halves .....	New shares .....
Manchester, Bolton, & Bury 78 70 10 0	York and North Midland 20 20 5 0
Railway and Canal .....	Birmingham and Derby .....
Manchester & Birmingham 10 11 5 0	Ulster .....
Ditto Extension .....	Liverp. & Har. W. Works 452 10 0
Birkenhead and Chester .....	Butte ditto .....
Chester and Crewe .....	Liverpool Coal Gas .....
Bolton and Leigh ditto .....	Liverpool New Gas & Cokel 196 0 0
Warrington & Newton do. 100 .....	Exchange Buildings .....
Kenyon and Leigh ditto .....	Ocean Assurance Company 10 6 10 0
Wigan Branch ditto .....	Liverp. Marine Assur. Co. 25 9 0 0
North Union .....	Bank of Liverpool .....
St. Helens & Runcorn Gap 100 .....	Manchester and Liverpool .....
Grand Junction ditto .....	District Bank .....
Ditto Half shares .....	Royal Bank of Liverpool 500 710 0 0
London and Birmingham do. 90 173 10 0	Commercial Bank of Liver. 10 20 5 0
Quarter shares .....	Union Bank of Liverpool .....
Leeds and Manchester do. 40 58 0 0	Liverpool Banking .....
Hull and Selby .....	Albion .....
Midland ditto .....	Northern & Central Bank .....
North Midland ditto .....	of England .....
South Eastern .....	Commercial Bank of Engl. .....
Birmingham & Gloucester do. 30 15 0 0	North & South Wales Bank .....
Great Western Railway .....	Bank of Manchester .....
Eastern Counties .....	Wilts and Dorset Bank .....
Edinburgh and Glasgow .....	East of England Bank .....
Edinb. Leith, & Newhaven .....	Borough Bank .....
Glasg., Paisley, & Greenock .....	South Lancashire Bank .....
Ditto, Kilmarnock, & Ayr .....	Royal Rock Ferry .....
London and Brighton .....	Nonk's (Woodside) .....

## CORN EXCHANGE, NOVEMBER 16, 1838.

Wheat.... p. Qr. 66s to 68s	Malt. .... p. Qr. 50s to 60s	Oats..... p. Qr. 21s to 24s			
Rye..... 32s to 34s	Peas..... 37s to 39s	Barley..... 38s to 39s			
Barley..... 32s to 38s	Beans..... 30s to 34s	Pollard..... 48s to 50s			
AVERAGE PRICE OF GRAIN, per Quarter.					
Wheat	Barley	Oats	Rye	Beans	Peas
72s. 11d.	33s. 6d.	23s. 1d.	58s. 11d.	49s. 2d.	42s. 11d.
AGGREGATE AVERAGE PRICE FOR THE LAST SIX WEEKS.					
67s. 6d.	31s. 9d.	22s. 8d.	55s. 5d.	48s. 3d.	41s. 2d.
DUTY ON FOREIGN CORN.					
18s. 8d.	15s. 4d.	13s. 9d.	16s. 9d.	11s. 0d.	8s. 0d.
Duties on Grains from British Possessions out of Europe.					
5s. 8d.	2s. 6d.	2s. 0d.	3s. 0d.	3s. 0d.	3s. 0d.
FLOUR, per Sack.					
Town made.....	60s to 65s	Essex & Suffolk, on board.....	50s to 55s		
Seconds.....	55s to 60s	Norfolk and Stockton.....	48s to 52s		



### PRICES OF SHARES

JOINT STOCK BANKS

No. of Shares.	BANK OF	No. of Shares.	Amount paid up.	Price.	Dividend per Share.	Aug. 1894.
	COMPANY.					
25,000	Agric. & Com. of Irel.	25	10	—	—	—
5,000	Australasia	40	40	67 8	—	Jan.
1,500,000	Bank of Scotland	—	834	204	—	—
10,000	Bank of Birmingham	50	10	—	10	Mar.
10,000	Birmingham Bank	50	10	162	10	Mar.
500,000	British Linen Co.	100	100	—	—	—
20,000	British North Amer.	100	25	254	19	—
1,000,000	Commercial	100	100	188	—	—
20,000	Colonial	100	25	—	—	—
3,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow Union	50	50	65	—	—
10,000	Gloucestershire	50	10	—	10	Feb.
6,000	Hampshire	50	5	—	10	Aug.
10,000	London	25	25	—	4	—
3,000	Devon & Cornwall	100	25	36	—	—
30,000	London & Westmins.	100	25	254	4	Mar.
3,000	Lancaster	100	20	—	—	—
25,000	Liverpool	100	12	25	6	Aug.
60,000	Local Joint-Stock Co.	50	10	134	5	June
50,000	Manch. & Liver. Dis.	100	15	19	7 3	Mar.
20,000	Manchester	100	25	27	7	Oct.
25,000	Manch. & Lanc. Morg.	20	10	15	10	Aug.
20,000	North & Southw.	10	9	9	6	—
5,000,000	National Scotland	10	10	13	—	—
20,000	Natl. Bank of Ireland	50	174	164	—	—
10,000	Nat. Provinc. Eng.	100	35	35	5	Jan.
80,000	Nor.&Cent. B. of Engl.	10	10	—	5	Dec.
10,000	North Wills.	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	434	8	July
4,000	Edin. & N. Scot.	10	10	17	8	—
2,000,000	Royal of Scotland	—	109	—	—	—
7,000	South African	—	—	—	—	—
20,000	S. of Ireland, Cork	25	5	5	—	—
1,000,000	Western of Scotland	—	30	—	—	—
20,000	W. of Eng. & S.W. Dis	20	124	124	—	—
20,000	Wills and Dorset	15	74	74	8	—

**GAS LIGHT AND COKE COMPANIES**

2,900 Alliance	10	5	—	—
2,500 Bath	20	16	—	14 Sept.
600 Bradford	25	25	—	10
5,000 British	40	16	21½	14 Nov.
5,000 Do. Provincial	20	19	22½	—
925 Birmingham	50	50	95	40 Sept.
2,400 Do. Staffordshire	50	50	70	40
600 Brentford	50	50	20	2 April
4,250 Bristol	20	20	36	2 Feb.
1,500 Brighton	20	20	11½	34
750 Do. New	20	18	9	34
2,471 Brighton, General	20	20	104	41 Nov.
363 Carlisle	25	—	—	—
4,000 Continental Consolidat.	75	62½	87½	4 Nov.
200 Do. Export	50	50	35	6 Jan.
700 Chelmsford	50	50	20	2 Dec.
300 Cheltenham	50	50	75	8 Oct.
1,000 City of London	100	00	95	10 Dec.
1,000 Do. New	100	60	14	6 Dec.
800 Coventry	25	25	25	—
200 Derby	50	50	—	—
150 Dover	50	50	—	—
600 Dudley	20	20	18½	5
4,500 Edinburgh Coal Gas	5	5	—	—
Edinburgh and Alloa	—	14	—	—
240 Exeter	50	50	—	—
4,000 Equitable	50	50	25	41 April
10,000 European	20	13	—	—
4,450 Glasgow	25	—	—	—
20,000 Greenwich Railw. Gas	50	50	18½	24
10,000 London	50	50	—	4
55,000 Do. Bonds	100	100	—	—
1,200 Ipswich	—	19	—	—
800 Isle of Thanet	25	20	20	5 Aug.
2,350 Independent	30	30	48	6 Oct.
240 Leicester	50	50	—	—
750 Leith Coal Gas	20	20	—	—
500 Liverpool	242	242	310	12
Do. Gas and Coke	100	100	60	—
Do. (New Do.)	—	50	100	9 Feb.
200 Maidstone	50	50	—	—
9,000 Phoenix	50	39	23	3 June
579 Portsea	—	53	—	—
304 Poplar	50	50	—	—
1,000 Ratcliff	100	80	58	4 Sept.
400 Rochdale	—	15	—	—
4,000 South Metropolitan	50	19	—	31 Aug.
1,600 Sheffield	—	16½	—	—
1,000 Shrewsbury	—	10	—	—
120 Swansea	50	50	—	—
8,200 United General	50	46	32	5 Jan.
240 Warwick	50	50	50	5 Jan.
400 Wakefield	25	25	22½	14 Jan.
500 Warrington	20	20	22½	1 Oct.
2,000 West London Chartered	50	50	7½	8 Dec.
5,000 Ditto New	50	10	10	12 Dec.
200 Worthing	50	50	—	8 Aug.
800 Yarmouth	—	—	—	—

## DOCKS

49,105	Commercial .....	100	100	56	3 July
2,466	East India .....	100	100	11	6 Sep.
24,666	Ditto Additional .....	100	100	11	6 Sep.
1,038	East Country .....	100	100	74	..
33,105	London .....	100	100	614	23 Dec.
	Ditto Bonds .....	..	..	..	..
380,000	West India .....	100	100	163	4 Dec.
2,209	Bristol .....	147	147	11	5 Nov.
68,324	Ditto Notes .....	100	100	11	5 Nov.
570	Pelkstone Harbour .....	50	50	..	..
15,000	Ditto Bonds .....	..	..	5	..
11,000	Grand Collier Dockers .....	50	1	13	..
552,732	St. Katharine .....	100	100	67	5 Jan.
2,000	Ditto Bonds .....	..	..	105	40 Oct.
60,000	Do. Bonds for 10 years .....	..	..	104	4 Oct.
2,500	Deptford Pier .....	20	5	21	..
	Southampton .....	50	5	21	..

## BRIDGE

600	HammerSmith.....	50	50	21	10s	Jan
231	Southwark w. new sub.	63½	63½	2	12	Dec.
700	Do. New of 7½ per cent.	50	50	14	13	Dec.
848	Vauxhall.....	703	704	23	7	Jan.
000	Waterloo.....	100	100	3½	2	Jan.
000	Do. old Annuities of 5s.	60	60	21	18s 6	Feb.
000	Do. new do. of 7½ ..	40	40	1-8	16s 4	Feb.
000	Ditto Bonds ..	..	..	112	5	Feb.

  

WATER WORKS.						
000	Birmingham .....	25	25	20	9s	—
21	Colchester .....	100	100	..	..	..
33	East London .....	100	100	160	6	Jan.
00	Glasgow .....	50	50	..	..	..

40 Grand Junction.....	40
00 Edinburgh Joint Stock	21

80	Grand Junction	464	464	61	24	Jan.
80	Edinburgh Joint Stock	25	25	..	..	..
90	Kent	100	100	45	2	Jan.
72	Liverpool Bottle	220	220	326	10	Jan.
80	New River Lond. Bridge	..	..	..	..	..
..	Water Annuities	..	..	54	24	Oct.
86	Manchester & Salford	100	30	59	2	Mar.
80	Portsea Island	50	50	..	..	..
80	Portsmouth & Farington	50	50	21	1	..
80	8,000 Kamsgate	10	8	10	..	..
80	Vauxhall, late So. Lond.	100	100	90	44	Oct.
80	West Middlesex	653	653	96	44	Dec.
80	York Building Co. L. P.	100	100	85	17 1/2	Oct.
<b>ROADS.</b>						
833	Archw. and Kent In.	30	30	..	1	Jan.
800	Barking	100	100	224	14	1 & 7
800	Commercial	100	100	75	8	1 & 7
800	Do. East India Dock	100	100	8	3	1 & 7
892	Great Dover Str.	..	70	..	14	1 & 7
833	Highgate Archway	..	307 8	2	..	..
824	New North Rd. Stock	100	100	..	..	..
<b>LITERARY INSTITUTIONS.</b>						
80	Adelaide Gal. of Science	50	..	..	..	..
80	London, W. Bronze Tick.	75	75	19	..	..
80	London University	100	100	15	..	..
80	Russell	25	25	64	..	..
80	King's College	100	100	21	..	..

Byron: Printed and Published

LONDON: Printed and Published by HENRY ENGLISH,  
the Proprietor, at his Office, No. 12, Gough-square,  
Fleet-street, in the city of London: where all Com-  
munications and Advertisements are requested to be  
forwarded, postpaid.—Saturday, Nov. 17, 1836.

1990

1990